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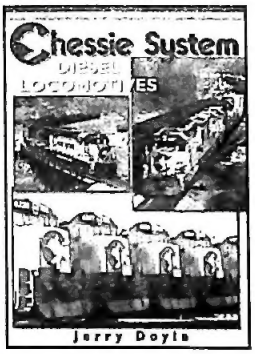

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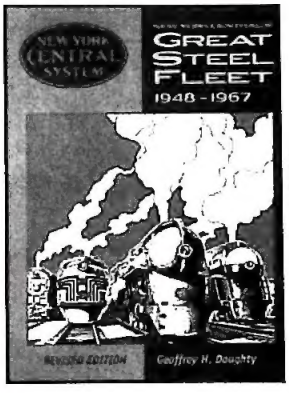

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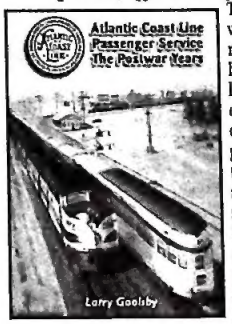

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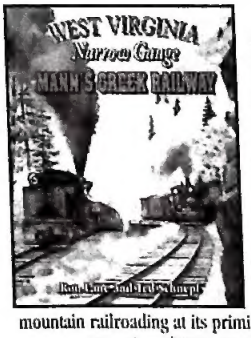

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on the cover

Monticello Railway Museum's Wabash F7 No.1189 cuts a striking figure at the museum's Nelson's Crossing depot in Monticello, Illinois. Take a tour of Monticello's "model railroad" during their first-ever Photographer's Weekend, beginning on page 6. Photograph by Steve Barry.

From the Publisher's Desk: Kidde's Railroad

Plans for what is now the New York, Susquehanna & Western started as long ago as 1832. There were a number of mergers of short lines, out of which was created the Susquehanna, among others. In 1892, the firm of J. P. Morgan began buying up Susquehanna stock for the Erie Railroad. The Erie retained control until 1940 when Walter Kidde became trustee of the bankrupt line. Kidde terminated the NYS&W lease on the ailing Wilkes-Barre & Eastern, leading to abandonment of the W-B&E. He also drastically cut the Susquehanna's commuter service. In 1940, Susquehanna connected with the New York Central, Erie, Jersey Central, Lehigh & New England, Lehigh & Hudson River, Lackawanna and the Middletown & Unionville. There was access to various other railroads in the immediate vicinity. In May 1999, it connected with Conrail. The other lines were all gone.

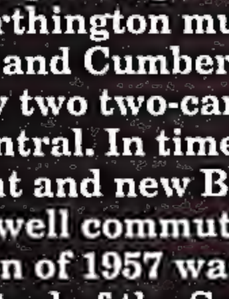
As a young teenager, I was just getting into railfanning with a bike and my father's old size 116 Kodak folding camera. From the top of the Palisades I had a great view of the Susquehanna's Edgewater Yard, which was often packed with tank cars. Erie steam power included J-2 Russian Decapods, and B-5 and B-6 0-6-0 switchers. My father knew one of the conductors and finagled me a ride on B-6 switcher No.104. Those old Erie steam engines wheezed, snorted and vibrated. They were living, breathing beings. Some years later I wangled a cab ride on Alco diesel switcher 208. The 208 growled and hissed. You couldn't wear a white engineer's cap on 104 but you could on 208.

Edgewater Yard was a busy place, serving such large industrial plants as American Sugar Refining, Aluminum Company of America, Valvoline, Archer Daniels, Hills Brothers Coffee, Ford Motor Company and many other plants. In time nearly all of these firms would leave Edgewater, and the once-extensive yards would dwindle to one rarely-used track, destined someday to become a New Jersey Transit light rail facility along the waterfront where condos, marinas, shopping centers, hospitals and the like were springing up like mushrooms.

In time the Erie power was replaced. Kidde also bought two ACF railcars and instituted speedy railcar service from Paterson to New York City, with passengers being bussed through the Lincoln Tunnel into midtown Manhattan rather than via the slower ferry ride from the Erie's Jersey City terminal across the Hudson River. As backup for the ACF cars, he acquired gas-electrics from the Erie (5012, now at the Worthington museum), and two Brill units from the B&M and Cumberland & Pennsylvania. Later he would also buy two two-car ACF trains formerly used by the Illinois Central. In time, Budd cars would replace the ACF equipment and new Budd coaches would replace the aging Stillwell commuter cars.

The recession of 1957 was hard on most of the eastern roads and control of the Susquehanna was acquired by real estate magnate Irving Maidman. Maidman sold off the RDC's and Budd cars and cut commuter service back to Butler. Three EMD GP-18s were purchased with a government loan to replace aging Alco power. A washout was a great reason for Maidman to cut freight service from Sparta Junction back to Butler. Track maintenance was poor and abandonment seemed imminent until the Delaware Otsego Corporation, headed by Walter Rich, took over the line, gave it a complete rebuilding and began running double-stack trains.

The takeover of Conrail by CSX and Norfolk Southern threatened continued operation of the NYS&W, but New Jersey Transit is interested in reinstituting commuter service on the line to Sparta, and some through freight service seems assured for the line by CSX.



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MONTICELLO'S "model railroad"

Steve Barry

Bob Gallegos

Steve Barry

NOT WINDSOR, ONTARIO, IN THE 1960s *(see* CAMERA BAG*), but Monticello, Illinois, in 1999 as CNR FPA4 No.6789 and Wabash F7 No.1189 meet during the Monticello Railway Museum Photographers' Weekend* ***(top)****. The FPA4 also made for a fine subject at the former Wabash station in downtown Monticello* ***(above)****, and on the Museum's wooden trestle over Camp Creek* ***(left)****.*

EVERYTHING — equipment, plans and even weather — fell into place quite nicely for the Monticello Railway Museum's first-ever Photographer's Weekend on April 24 and 25, 1999. The Monticello, Illinois, based museum, which owns and operates a three-mile segment of former Illinois Central trackage in the central Illinois town, about 20 miles west of Champaign, was a whirlwind of activity with a passenger train, a photo freight, a steam-powered pile driver and a work train all out and about for photographers throughout the weekend. The small but enthusiastic group of patrons enjoyed riding in the restored Wabash caboose on the freight train to various photo stops, where both the freight and the passenger train were run-by numerous times.

The museum is blessed with an interesting piece of trackage that

George Fletcher

George Fletcher

BRILLIANT WEATHER AND CLASSIC DIESELS *were the order of the day for the Monticello Railway Museum Photographers' Weekend on April 24-25, 1999. The line's Canadian National FPA4 No.6789 hauled passenger equipment, while freight cars rolled behind Wabash F7 No.1189. An open field where the Illinois Central and Illinois Terminal ran just a few feet apart provided a fine place for a smoky Alco run-by* ***(above)****, while vintage automobiles contribute to the scene in downtown Monticello, Illinois* ***(left)****. The "standing pan" technique turned Wabash No.1189 (moving at about 15 miles an hour) into a speedster* ***(below)****.*

Steve Barry

George Fletcher

Below and opposite: Bob Gallegos

CLASSIC CARS AND CLASSIC CABS *met for photographers at the Monticello Railway Museum. The museum arranged "meets" with local vintage car owners several times throughout the weekend* ***(above)****, a special treat for videographers. The beautifully restored Wabash caboose poses at the museum's wig-wag signal during the night photo session with event coordinator Art Purchase posing as a brakeman on the rear platform* ***(right)****. The caboose was used to transport the photographers throughout the weekend, while the passenger train ran empty. It's Wabash under Wabash as the museum's F7 comes around the wye and under NS's former Wabash line to Decatur. The museum operates over three miles of former Illinois Central trackage. The equipment was turned in Monticello on Saturday night to provide different agles for Sunday's event.*

Steve Barry

includes a host of fine photo props. Among them are a segment of "double track" (actually a point where the Illinois Central and the old Illinois Terminal interurban ran side-by-side) with a crossover track between them, allowing for nice "meet" shots; a nice wooden trestle over a creek, with a relatively clear shoreline that allows terrific photo angles; the restored, 1899-built former Wabash station (with train order signals intact) in downtown Monticello, which was moved from the Wabash's main down the street to the Illinois Central trackage used by the museum; another station, Nelson's Crossing, at the other end of the line adjacent to I-72 on the outskirts of Monticello, which has also been nicely restored and serves as the museum's office and gift shop and, at about the mid-point on the line, a nice open view adjacent a field where the IC and IT ran several feet apart.

And then there's the equipment — beautifully reconditioned classic diesels from EMD and Alco (and its Canadian arm, MLW),

painted in authentic, eye-catching schemes, kept the motor drives popping throughout the weekend. The Wabash F7, built in 1953, carries its original number, 1189. (Through its life it also wore Wabash 725 and Norfolk & Western 3725.) The Canadian National FPA4, a 1959 product from MLW, is likewise featured in its original number, which it also wore during its career on VIA. In addition to the F7 on the freight, and the FPA4 on the passenger train, the museum also brought out its RS3 (of Long Island Rail Road heritage), which is painted in an Illinois Central-inspired scheme. It hosted the work train during several photo stops. Also in service was the steam-driven pile driver/wrecking crane, a former Illinois Central piece that has been fully restored. Seeing this rare piece in action was quite a treat.

Museum volunteer Art Purchase organized the event, right down to coordinating "meets" with classic automobiles at several points throughout the weekend. (He's also the owner of the Milwaukee box car that ran behind the F-unit on the freight.) Current restoration projects at the museum include FPB4 No.6862, which will give them a matched A-B set of CNR diesels and a steam engine, former Southern Railway 2-8-0 No.401.

The museum was founded in 1966 and runs regular tourist passenger service over its line on weekend and holidays, May through October. Four round trips are made each day, leaving the Nelson's Crossing depot at 1:00, 2:00, 3:00 and 4:00 p.m., and departing from the downtown Monticello depot at 1:30, 2:30 and 3:30 p.m. The round trip takes approximately 50 minutes. Plans call for the next Photographer's Weekend to be held during 2001, after restoration on the 2-8-0 is complete. The museum is located at 993 Access Road in Monticello, exit 166 off of I-72. For information call 217/762-9011, or see the website at *www.prairienet.org/mrm*.

THE NIGHT SESSION *featured the FPA4, train order signals, and more. Five different scenes were offered to photographers on Saturday night using both the passenger and freight trainsets.*

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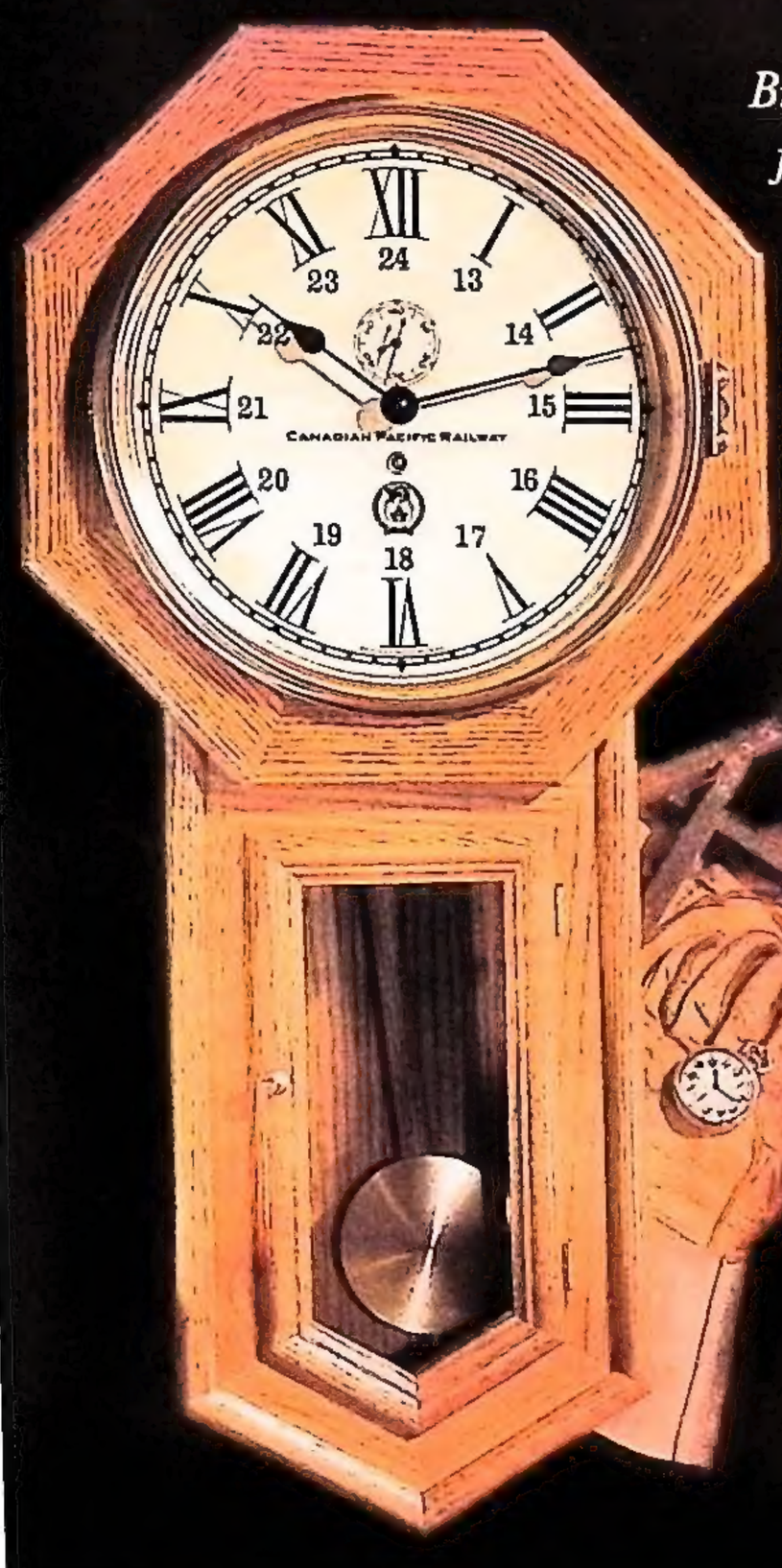

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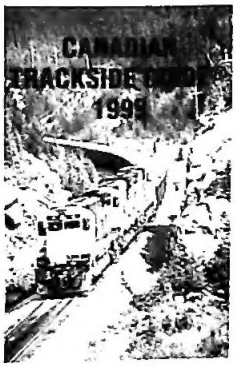

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RAILFAN EVENTS

GALESBURG, ILLINOIS, June 26-27. Galesburg Railroad Days with equipment and displays including Frisco 4-8-2 1522, train show, excursion to BNSF yards, family entertainment. For more information contact Galesburg Area Convention & Visitors Bureau, 292 East Simmons Street, P.O. Box 749, Galesburg, IL 61402-0749; 309/343-1194; *gacvb@misslink.net*.

FRIENDS OF THE RAILROAD MUSEUM OF PENNSYLVANIA (P.O. Box 125, Strasburg, PA 17579; 717/687-8628; *www.rrhistorical.com/frm*) will be sponsoring the following events at the museum in Strasburg. Admission is $6 adults, $5.50 seniors over 60, $4 kids 6-12, under 6 free, family maximum $16. Contact the museum for details.

- **July 2-4,** Reading Days with tours, a model railroad and other exhibits.
- **August 12-15,** Railroad Circus Days with scale model equipment of circuses.
- **October 16 and 23,** Lantern Light Nights with museum lit by lanterns.
- **October 30,** Halloween Haunting with museum transformed into a creepy cavern.
- **December 27,** Home for the Holidays; meet engineers, ticket agents and passengers in nostalgic look at holiday travel.

WISCONSIN & SOUTHERN RAILROAD is planning the following excursions in Wisconsin using the matched *Northern Pride* streamliner consist. For further information contact the Wisconsin & Southern Railroad, Passenger Department RF, 1890 East Johnson Street, Madison, WI 53704; 608/241-9767.

- **July 2-5,** Baraboo to Milwaukee for Great Circus Train.
- **July 24-25,** Railroad Days in Horicon.
- **August 7-8,** Civil War reenactment, Madison to Boscobel.
- **September 11-12,** Wild West Days at Mazomanie.
- **September 25,** Milwaukee to Oshkosh for Wisconsin Chapter NRHS.
- **October 2-3,** Fall colors trips at Hartford.
- **October 9-10,** Fall colors trips at Whitewater.
- **October 16-17,** Fall colors trips at Boscobel.

HOBO RAILROAD and WINNIPESAUKEE SCENIC RAILROAD (P.O. Box 9, Lincoln, NH 03251; 603/745-2135) will hold the following special events. Conatct the railroad for tickets and information.

- **July 3,** trip from Tilton to Weirs Beach, N.H., for midnight fireworks. Train departs 7:30pm, returns 2:30am. Fare $10, children $5.
- **July 4,** Party trains with food and favors. Trips depart Lincoln, N.H., 5pm and 7pm. Tickets $10, children $8.
- **July 24, August 7 and August 28,** gold panning trains to Plymouth with demonstrations, snacks, lunch and more. Tickets $35, children $20.

PHILADELPHIA, PENNSYLVANIA, July 3-5. Convention of the Electric Railroaders Association. **July 3,** excursions on Norristown, Media and Sharon Hill lines, evening slide show; **July 4,** streetcar excursion with Kawasaki cars and Peter Witt car 8534, evening banquet; **July 5,** excursion on Market-Frankford Subway-Elevated. Full packages are $130, individual events available. For order form contact the Electric Railroaders Association, P.O. Box 3323, New York, NY 10163-3323.

FOX RIVER TROLLEY MUSEUM (P.O. Box 315, South Elgin, IL 60177-0315; 847/697-4676; *www.foxtrolley.org*) will be holding the following special events. Fares are $2.50 adults, $2 seniors and $1.50 for kids. Conact the museum for complete details.

- **July 4,** Red, White & Blue Dollar Day, all rides $1.
- **October 3 and 10,** Fall foliage caboose trains.
- **October 23, 24 and 30,** Pumpkin trolley, pumpkins $1 extra.
- **October 31,** Haunted trolley.
- **November 6,** Railfan night with night photo session. Special fee applies, event starts at 4pm.

RAILFAN & RAILROAD will celebrate its 25th Anniversary with a special rail excursion from Scranton to Analomink, Pa., on **July 5** in cooperation with Steamtown National Historic Site. Alco power eastbound, doubleheaded steam westbound with runbys. Trip departs Steamtown at approx. 8:30am. Tickets $59.95 adults, $39.95 kids 2-12. A box lunch may be purchased on the day of the trip. For tickets contact Steamtown National Historic Site, 150 South Washington Avenue, Scranton, PA 18503; 570/340-5204. Visa/MC/AmEx accepted.

20TH CENTURY RAILROAD CLUB (329 West 18th Street, Suite 902, Chicago, IL 60616; 312/829-4500; *www.20thcentury.org*) is sponsoring the following trips from Chicago. Contact the club for fares and details.

- **July 10-17,** *Colorado Rockies by Rail* via Amtrak with visits to Denver, Manitou & Pikes Peak, Royal Gorge Incline, Durango & Silverton Narrow Gauge, Air Force Academy and more.
- **July 30-August 7,** *East Coast Rail & Sail* via Amtrak to New York, cruise to Provincetown, Portland and Halifax.
- **August 19-22,** *Toronto* via Amtrak for Canadian National Exhibition.
- **September 11 or 12,** *Historic Home Tour* in Marshall, Mich.,

via Amtrak.
September 26-30, *Once Around the Lake* via motorcoach and Algoma Central.
October 23-25, *Autumn in Red Wing* via Amtrak, stay at St. James Hotel.

BLACK RIVER & WESTERN RAILROAD (P.O. Box 200, Ringoes, NJ 08551; 908/782-9600) will hold the following special events. Trains depart Flemington, N.J., at 11:30am, 1pm, 2:30pm and 4pm. Fares are $8 adults, $4 kids 3-12.
July 16, Mixed train with coaches added to regular freight train. Trip departs Ringoes at 10am. Tickets $20, advance purchase only.
July 17-18, Railroad Days '99 at Ringoes train station. Train rides, equipment displays, more.
September 18-19, Great Train Robbery.

SCRANTON, PENNSYLVANIA, July 18-24 and July 25-31. Railcamp 1999 sponsored by the National Railway Historical Society and the National Park Service will be held at Steamtown National Historic Site. Railcamp is designed to provide a background in rail history interpretation, preservation and restoration, as well as transportation career opportunities and railroad operations. Participants should be between the ages of entering 9th grade in September 1999 and garduating 12th grade in June 1999. Tuition is $495 per person. For a descriptive folder contact Railcamp 1999, NRHS, P.O. Box 58547, Philadelphia, PA 19102-8547; 215/557-6606; *nrhs@compuserve.com.*

BALTIMORE & OHIO RAILROAD MUSEUM (901 West Pratt Street, Baltimore, MD 21223-2699; 410/752-2388; *www.borail.org*) is holding the following special events. Contact the museum for details.
July 21-25, A Day Out with *Thomas the Tank Engine.*
September 25-26, Fall Open House with special cab and caboose rides, yard switching, living history programs.

UNION PACIFIC STEAM will power the annual *Denver Post* trip from Denver, Colo., to Cheyenne, Wyo., for Frontier Days with Centennial 6936 on **July 24.** The locomotive and train will likely deadhead from Cheyenne to Denver on July 23 and return to Cheyenne on July 25. Tickets are sold through the Denver *Post.*

PENNSYLVANIA TROLLEY MUSEUM (1 Museum Road, Washington, PA 15301-6133; 724/228-9256; *www.pa-trolley.org*) will be holding the following special events. Admission is $6 adults, $5 seniors 65 and over, $3.50 children 2-15, kids under 2 free (except as noted). All events include trolley rides, displays, guided tours and more.
July 24-25, Old Pittsburgh Days featuring vintage Pittsburgh trolleys.
August 14-21, take the trolley to the Washington County Fair.

WILMINGTON, DELAWARE, July 24. Rail to the Fair Excursion via Norfolk Southern's Delmarva Secondary to the Delaware State Fair in Harrington with Amtrak equipment. Optional side trip to Laurel. Trip can also be boarded at Philadelphia, Pa., or Claymont, Wilmington, Newark, Middletown or Dover, Del. Ticket prices start at $22.50 for segments, with complete Philadelphia-Laurel tickets at $67.50. For more information call 302/652-3278.

ROANOKE CHAPTER NRHS (P.O. Box 13222, Roanoke, VA 24032) will be sponsoring trips over newly-opened ex-Western Maryland trackage between Elkins and Belington, W.Va. Trip dates are **July 24-25** and **September 25-26.** For information and prices contact the Chapter.

DURANGO & SILVERTON NARROW GAUGE RAILROAD (479 Main Avenue, Durango, CO 81301; 970/247-2733) will hold the following special events. Contact the railroad for complete details.
July 30, Mountains by Moonlight night train.
August 27-30, Railfest '99 - *see separate listing.*
September 25, Fall foliage train with runbys.
December 18-23 and 26-30, Holiday Light Parade Trains to Hermosa with Santa, lighted houses.
December 31, New Year's Eve Moonlight Train.

BELLOWS FALLS, VERMONT, July 31. Transpo '99 in conjunction with Rockingham Old Home Days. Green Mountain Railroad activities include main line excursions over the New England Central Railroad to Brattleboro leaving Bellows Falls at 9am and 2:30pm, leaving Brattleboro at 10am (Brattleboro departure allows for 3 hour layover in Bellows Falls to attend Transpo and ride the *Green Mountain Flyer* to Chester). Equipment displays in Bellows Falls yard 9am-5pm. Night photo session under massive fireworks display with R&R's Steve Barry. For information and fares contact the Green Mountain Railroad, P.O. Box 498, Bellows Falls, VT 05101; 800/707-3530 or 802/463-3069; *railtour@sover.net.*

ELLENSBURG, WASHINGTON, August 5-7. Milwest 1999 Annual Meet with activities related to the western lines of the Milwaukee Road. Registration $10, tours extra. For information contact Kevin McCray, 6 Park Place, Lancy, MT 59634-9759; *mccray@lxi.net.*

CINCINNATI, OHIO, August 7. *Summerail at CUT* will be held at Cincinnati Union Terminal. Railroadiana show, multi-media slide shows, tours of Tower A provide a full day's activity. Slide show presenters include Dave Beach, Dan Finfrock, Mike Kempert, Mike Leach, Garland McKee, Dennis Nehrenz & Jim Bobel, Bonnie & Jerry Obert, Dave Oroszi, Fr. Dale Peterka, Dale Sanders, Steve Smedley and Scott Snell. Tickets $12 (checks payable to Cincinnati Railroad Club) from Summerail 1999, CRRC, P.O. Box 14157, Cincinnati, OH 45250-0157; 513/651-RAIL.

GLADSTONE, MICHIGAN, August 7-8. Steam excursions on former Soo Line and C&NW trackage sponsored by the DSS&A Division of the Soo Line Historical Society. Saturday morning trip to Manistique, Saturday afternoon trip to Hermansville, Sunday trip to Trout Lake. For information conatct DSS&A Division — SLHTS, 230 Ludington Street, Escanaba, MI 49829; 906/786-2192 or 888/335-8264.

COOPERSVILLE & MARNE RAILWAY (P.O. Box 55, Coopersville, MI 49404; 616/837-7000) is holding the following special events. For complete details contact the railroad.
August 13-14, Summerfest with train and speeder rides, equipment displays, family activities.
September 18 and 25, Great Train Robbery and chuckwagon barbeque.
October weekends, Pumpkin Trains with the Great Pumpkin.
December 4-5, 11-12 and 18-19, Santa Trains.

MONTICELLO, ILLINOIS, August 14-15. Caboose Trains at Monticello Railway Museum. Ride in one of seven cabeese. Trips can be boarded at the museum or downtown Monticello. Fare $7 adults, $5 seniors 62 and over, $5 kids 2-12. Information from Monticello Railway Museum, P.O. Box 401, Monticello, IL 61856; 800/952-3396.

MILWAUKEE, WISCONSIN, August 14-19. Trip to Lancaster, Pa., via Amtrak. Visit Choo Choo Barn, Toy Train Museum, Strasburg Rail Road and more. Fare $495 per person double occupancy includes most meals, Red Caboose Motel and rail travel. Information from Gerald Brettschneider, 3053 South 45 Street, Milwaukee, WI 53219; 414/545-0020.

PRINEVILLE, OREGON, August 24. Caboose rides behind Mt. Emily Shay No.1 sponsored by Central Oregon Model Railroad Association. Trips at 10:30am and 12:30pm. For information call Brad Peterson at 541/447-6158; *ovrr@hotmail.com.*

CANADIAN RAILWAY MUSEUM (120 rue St.-Pierre, St. Constant, PQ Canada J5A 2G9; 450/632-2410) is holding the following special events. Contact the museum for details.
Throughout 1999, Waiting for You at the Station exhibit with posters, paintings, diroamas and more.
August 27, interactive day honoring black porters and railway workers.
September 11-12, interactive day honoring passenger railroad workers.
October 8, interactive day honoring shop men.

DURANGO, COLORADO, August 25-September 1. Railfest '99 on the Durango & Silverton Narrow Gauge featuring Eureka & Palisade 4-4-0 No.4 and Galloping Goose No.5. Scheduled events include an opening reception of Railfest at the D&SNG museum in Durango on **August 27.** Goose No.5 operates **August 25,** Durango-Silverton one way; **August 26,** three Silverton-Elk Park round trips; **August 27,** Silverton-Elk Park round trip and Silverton-Durango one way; **August 28-31,** Durango-Cascade Canyon. Eureka & Palisade No.4 operates **August 28,** Durango-Silverton one way; **August 29,** Silverton-Durango one way; **August 30,** Durango-Silverton one way; **August 31,** Silverton-Durango one way; **September 1,** Durango-Cascade Canyon round trip. All E&P No.4 trips are $53, Goose prices are $35-$53 depending on the trip, reception at the museum is $10. For complete information and tickets contact the railroad at 970/247-2733 or 888/TRAIN-07; *www.durangotrain.com.*

DILLSBORO, NORTH CAROLINA, August 28. Steam-powered trip to Andrews, N.C., (bus return) over the Great Smoky Mountains Railroad. Consist includes open cars, and regular and deluxe coach seating. Photo runbys included. For ticket information contact the Atlanta Chapter NRHS at 800/872-4681.

SOO LINE 2719 and 1003 will power trips in Wisconsin during the fall over the Wisconsin Central. For a complete information package contact the Chippewa Valley Convention & Visitors Bureau at 877/999-2719.
September 11-12, Soo 2719 from Whitehall to East Winona via Fox Valley & Western.
September 25, Soo 2719 from Chippawa Falls to Stanley.
September 26, Soo 2719 from Chippewa Falls to Withee.
October 2, two trips with Soo 1003 from Colfax to Cadott.
October 3, Soo 1003 from Colfax to Withee.
October 9, Soo 2719 and 1003 from Colfax to Emerald.
October 10, Soo 2719 and 1003 from Colfax across the St. Croix River.

TRAINS UNLIMITED, TOURS (P.O. Box 1997, Portola, CA 96122; 800/359-4870; www.trainsunltdtours.com) is sponsoring the following trips. Write for a free catalog.
September 16-19, White Pass & Yukon Spectacular '99 with four charter trains, steam to Lake Bennett.
September 17-19, New England Fall Colors Spectacular featuring Conway Scenic, Mount Washington Cog and Winnipesaukee Scenic.
September 25-26, Cumbres & Toltec Scenic Fall Colors Spectacular with photo freight, double-headed steam.
October 3, Redwood Steam Spectacular on California Western.
October 17, Railfan day on McCloud River Railway.

WHIPPANY, NEW JERSEY, September 18-19. Railroad Festival '99 at Whippany Railway Museum. Theme will be a Return to the Fab Fifties Weekend with diesel streamlined train, fin-tailed autos and more. Train rides throughout the afternoon, fare $7 adults, $4 kids under 12; purchase tickets at the event. For more information contact the Whippany Railway Museum, 1 Railroad Plaza, P.O. Box 16, Whippany, NJ 07981-0016; 973/887-8177; *www.interactive.net/~paultup/wrym.html.*

REDDING, CALIFORNIA, September 30-October 3. Southern Pacific Historical & Technical Society Shasta Division annual convention at the Holiday Inn Convention Center. Pre-convention steam dinner train trip on McCloud River Railroad walking tour

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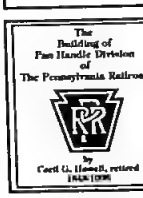

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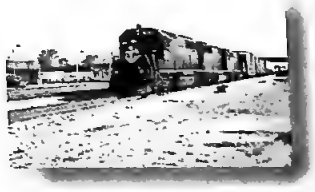

On Friday, April 30, 1999 Neff Video traveled to Centralia, Illinois at the request of local railfans to record the train activity in a 24 hour period. Most of the action occurred in daylight but we also recorded night movements at the brightly- lit former site of the Centralia Amtrak Station.

Three railroads are represented: Illinois Central, Norfolk-Southern, and Burlington Northern-Santa Fe. Traffic patterns have increased dramatically since our last visit ten years ago.

Thirty-six train movements were recorded in this 24 hour period. It would have been more had not a hazardous material car derailed causing the BNSF and NS mains to be shut down for nearly eight and fi hours.

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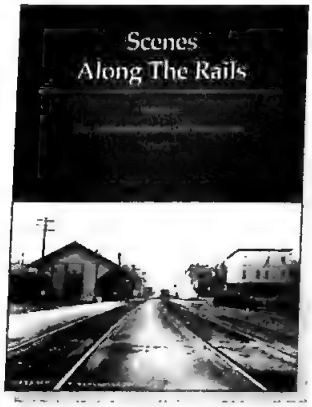

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of Dunsmuir with local historians, extra fare $90 per person. Convention cost $119 before September 1, $139 thereafter. Information from Ron Plies, P.O. Box 950, Fortuna, CA 95540; 707/725-5411; *rplies@humboldt1.com*.

HAGERSTOWN, MARYLAND, October 9. Rare mileage trip to Colorfest at Thurmont, Md., via Western Maryland "Main Line" using MARC equipment. Trip departs Hagerstown 8am, fare $39 adult, $35 senior, $20 kids 4-12. Optional side trips from Thurmont to Union Bridge and Thurmont to Highfield, fare per sidetrip $10 adults, $5 kids 4-12. Tickets from Hagerstown Roundhouse Museum, P.O. Box 2858, Hagerstown, MD 21741; VISA/MC accepted. Information at 301/739-4665.

HAGERSTOWN, MARYLAND, October 10. Trip to Cumberland, Md., via Western Maryland to Cherry Run, B&O beyond. Trip departs Hagerstown 8:30am, fare $39 adult, $35 senior, $20 kids 4-12. Optional side trip to Frostburg over Western Maryland Scenic, purchase sidetrip tickets on day of event. Tickets from Hagerstown Roundhouse Museum, P.O. Box 2858, Hagerstown, MD 21741; VISA/MC accepted. Information at 301/739-4665.

LOUISVILLE, KENTUCKY, October 14-17. 20th Illinois Central Railroad Historical Society annual meeting. Thursday trip on Corydon Scenic Railroad RDC's, Friday trip to Kentucky Railway Museum, Saturday railroadiana show and banquet with guest speaker Steve Lee of the UP steam program. For more information contact Mark L. Miller, 111 Scott Street, Marion, IL 62959-7102; 618/997-5788 evenings; *mlm270270@midwest.net*.

YARDLEY, PENNSYLVANIA, October 16. Bus trip sponsored by Delaware Valley Chapter NRHS to Baltimore to visit the B&O Museum, Ellicott City station and Inner Harbor. Trip departs Yardley 7am, Cornwells Heights at 7:30am. Tickets $30 from Delaware valley Chapter NRHS, c/o Tom Hychalk, 337 Stockham Avenue, Morrisville, PA 19067.

NORTH CONWAY, NEW HAMPSHIRE, October 16-17. 25th Annual Railfan's Weekend at the Conway Scenic Railroad. Operating locomotives include 0-6-0 7470, a GE 44-Tonner, two F7A's, two FP9s and an Alco S4. Train operations to Bartlett and Crawford Notch, plus last trip on Redstone quarry branch before the line is relocated. Passenger, freight and mixed trains will operate, plus night photo session with Les MacDonald. Tickets start at $38 adult, $19 kids 4-12. For complete details contact Conway Scenic Railroad, P.O. Box 1947, North Conway, NH 03860; 603/356-5251.

INTERNATIONAL TOURS

S&S TOURS (865 El Camino Real, Sierra Vista, AZ 85635; 800/499-5685; *www.ss-tours.com*) is sponsoring three trips through Mexico's Copper Canyon. Dates are **September 21-28** and **November 16-24.** Prices start at $1495. Contact S&S for complete details.

TEFS LIMITED (189 Spring Beauty Drive, Lawrenceville, NJ 08648) is sponsoring the following foreign steam tours. Contact TEFS for details.

China, three different departures.
Zimbabwe, August 7-23, Garratts in regular service.
Myanmar, late October, main line charters and scheduled branch line steam.

TRAINS UNLIMITED, TOURS (P.O. Box 1997, Portola, CA 96122; 800/359-4870; www.trainsunltdtours.com) is sponsoring the following foreign tours. Write for a free catalog.

Ecuador, July 10-18, plenty of steam, cab and roof riding.
Peru, August 14-29, steam, diesel and railcars, plenty of rare mileage.
Chile and Argentina, October 23-November 6, double-headed 2-8-2s, *Old Patagonian Express* charter.
Mexico, November 13-21, private Copper Canyon charter, power includes last operating EMD FT diesel.

Trains Unlimited, Tours is also offering several trips in **Russia** in conjunction with GW Travel of England. Call or write for the Russian Tour Brochure.

RAILROADIANA MEETS

GREAT AMERICAN TRAIN SHOW will be held at the following locations. Hours are 11am-5pm, admission $6 adults, kids under 12 free. For more information contact GATS Limited, P.O. Box 1745, Lombard, IL 60148. 630/834-0652.

July 10-11, Upper Marlboro, Md., Show Place Arena.
July 17-18, Dayton, Ohio, Hara Complex.
July 31-August 1, Syracuse, N.Y., Onondaga County Convention Center.
August 7-8, Tulsa, Okla., Convention Center.
August 14-15, Potland, Maine, Exposition Building.
August 21-22, Richmond, Va., Fairgrounds on Strawberry Hill.
August 28-29, Ventura, Cal., Fairgrounds/Seaside Park.

GREENBERG'S Great Train & Collectible Toy Show will be held at the following locations on dates listed, Saturdays 11am-5pm., Sundays 11am-4pm. Admission: $5 adults, $2 children 6-12 unless otherwise noted. Contact: Greenberg Shows, 7566 Main Street, Sykesville, MD 21784; 410/795-7447.

July 10-11, Chantilly, Va., Capital Expo Center.
July 24-25, Monroeville, Pa., Pittsburgh Expo Mart.
July 31-August 1, Timonium, Md., State Fairgrounds.
August 7-8, Pennsauken, N.J., South Jersey Expo Center.
August 14-15, Edison, N.J., Convention & Expo Center.

LaCROSSE, WISCONSIN, July 17. Rail Fair '99 sponsored by the 4000 Foundation, Ltd., at Copeland Park, 10am-5pm. Admission $2, kids under 12 free. Information: The 4000 Foundation, P.O. Box 3411, LaCrosse, WI 54602; 608/582-4761.

DENVER, COLORADO, July 17-18. 22nd Annual Mile High Railfair at National Western Complex, I-70 & Humboldt Street, Saturday 9am-5pm, Sunday 10am-4pm. Special 50th Anniversary *California Zephyr* display. Admission $4, kids under 12 $1. Information: Intermountain Chapter NRHS, 4701 Marion Street, Suite 305, Denver, CO 80216-2140.

AUSTINTOWN (YOUNGSTOWN), OHIO, July 18. 19th Annual Northeastern Ohio Railroad & Transportation Artifact Show & Sale at Austintown Fitch High School, 225 Idaho Street, 10am-4pm. Admission $4, kids under 12 free. Information: Gordon Hartranft, 58 Creed Circle, Campbell, OH 44405; 330/755-1914.

DELAND, FLORIDA, July 24. 7th Annual Central Florida Railroad Show at Volusia County Fairgrounds, SR 44 & I-4, exit 56, 9am-3pm. Admission $3, kids 12 and under free. Information: Phil Cross, 410 North lakeview Avenue, Winter Garden, FL 34787-2716; 407/656-5056; *Crossrails@aol.com*.

HAMBURG, PENNSYLVANIA, July 25. 28th Annual Hamburg Dutch Train Meet at Hamburg Fire Company Field House, Pine Street, 9am-1pm. Admission $3, kids under 12 free. Information: Sam Lenhart, 1251 Upper Van Reed Road, Leesport, PA 19533; 610/374-5694.

BELLOWS FALLS, VERMONT, July 31. Caboose Corner Model Railroad & Railroadiana Show at Bellows Falls Union High School, 10am-4pm. Admission $3, kids & seniors $1, family maximum $7. Information: Caboose Corner, 676 Missing Link Road, Bellows Falls, VT 05101; 802/463-4575; *cabcorjc@sover.net*.

GREAT MIDWEST TRAIN SHOW will be held **August 8** at DuPage County Fairgrounds, County Farm Road and Manchester, Wheaton, Ill., 10am-4pm. Admission $6, kids under 12 free. Information: Tom Edmonds, P.O. Box 1745, Lombard, IL 60148; 630/834-0653.

ATLANTA, GEORGIA, August 14. Southeastern Railroadiana Collectors' 22nd Annual Railroad Collectibles/Model Train Show at the Georgia International Convention Center, 9am-4pm. Admission $5, under 13 free. Information: John R. Martin, 4183 Paran Pines, Atlanta, GA 30327; 404/233-7991.

FANMAIL

A South Amboy visitor

I was very interested in the Don Wood photos of the New York & Long Branch at South Amboy, New Jersey, in the June 1999 RAILFAN & RAILROAD. The Pennsylvania Railroad was a customer of my father's company and, during the mid 1950s, I cut many high school classes so my father and I could go to South Amboy from Brooklyn. I was amazed at how many of the engines pictured, I actually rode on. I carried a Kodak 35mm camera, and many of my color slides are of the same engines and same locations as in the article, plus some cab rides — not of Don Wood's quality of course. Does anyone remember how small the cab door on passenger sharks were? I still have a bump from that experience. There was one K4 at South Amboy that retained its horizontal bar pilot. It was quite a contrast to the solid drop coupler pilot which was my preference.

JAMES C. PEARSON, JR.
Staten Island, N.Y.

People at South Amboy

I wanted to let you know how much I liked the Don Wood feature in the June '99 R&R. Nice photos that *included* people — damn nice indeed. We as a hobby and you as an editor need to do more of that!

This was a perfect example of something I

Rails 'N' Shafts

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believe — content is more important than color. Wood's photos have *great* content. Most of all the color shooters miss out on stuff like this. It is important that rail editors do something to push rail photography into more creative fronts. The hobby will benefit greatly. I hope you will do more of this type of work in the future — I will buy an extra issue every time you do!

Here's something to think about — railroad photographers have gotten capturing trains in late sun, bright colors, snaking with tele's in curves, etc., down about a good as can be done. It's all the other types of photos that can be taken on the railroad where they fail to take advantage of opportunities presented. Most photographers don't even see situations beyond the above where a good image can be recorded. I realize some of the photos Wood took can't be repeated today, but I still find similar circumstances more often than you can imagine.

Those Wood photos were better than anything else in the entire issue or, for that matter, anything else you have published in the last year. I have never been to South Amboy but now I know what it felt like to have been there.

Please keep up the good work.

DOUG KOONTZ
via the Internet

Another streamlined stamp

I was really surprised to see a further comment on the Ted Rose stamps in the June '99 RAILFAN without any correction of the erroneous claim in the April issue that these stamps represent the first appearance of a streamlined steam locomotive on U.S. stamps. In fact just last year one of the *same* steamers appeared. The set of stamps celebrating the 1930s contained a painting of the New York Central streamlined Hudson (**below**).

DAVID C. BEARDSLEE
Gloucester, Mass.

Heavy rain

In his story about "the flaming Alco" in his column, THE ENGINEER'S SEAT (May '99 R&R), Thomas D. Dressler informs us that heavy rainfall always added to the tonnage of those N&W coal trains with which he was involved.

I guess everyone just had to make the moist of it.

DALE P. BELL
Des Moines, Ia.

LINESIDE LEGACY

by JEFF TERRY

Jackson Street Roundhouse

ON MAY 1, 1999, I had the pleasure of attending the grand opening of the Minnesota Transportation Museum's Jackson Street Roundhouse Museum in St. Paul, Minnesota. The new facility is the result of ten years of effort by MTM volunteers to establish a permanent, working museum within the Twin Cities area where visitors can learn about Minnesota's railroad history and watch equipment being restored. It also provides a secure home for the MTM's extensive collection of locomotives, passenger cars, freight cars and trolleys.

The Jackson Street Roundhouse was constructed in 1907 by the Great Northern Railway, replacing a structure built in 1882. The site has been used to maintain steam locomotives since 1862, when the Minnesota & Pacific Railroad built a servicing facility there, the first in the state. Subsequent owners included the St. Paul & Pacific and the St. Paul, Minneapolis, & Manitoba. During this century, the Great Northern Railroad utilized the facilities at Jackson Street for maintaining their passenger locomotives, steam and diesel, which were used on name trains such as the *Empire Builder.*

In 1959 the GN abandoned and sold the roundhouse for non-rail use; removing the turntable and leveling most of the remaining structures in the process. Subsequent owners modified the structure, the turntable pit was filled in and a garage was added over the turntable site. Even so, most of what was built in 1907 has survived intact, including several walls from the 1882 roundhouse. At the present time the MTM has completed Phase 1 of the roundhouse restoration and has opened five stalls, Nos.21-25, to the public. These stalls were elevated by the Great Northern for diesel locomotive servicing, and the railroad moved the smoke jacks, which are still in place, to accommodate F-units. The remaining stalls of the roundhouse will be restored after the garage addition is demolished and new replica doors have been installed. The garage is scheduled to come

PLEASE SEND correspondence concerning LINESIDE LEGACY directly to Jeff Terry, 1930 Burns Avenue, Apt. 108, St. Paul, MN 55119 or e-mail *lineside@railfan.com.* Please send any photos directly to RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860.

down starting in September 1999. The MTM has also been fortunate to acquire the turntable from the Great Northern's Minneapolis Junction roundhouse, but it is larger than the one formerly at Jackson Street, and the museum will have to dig a larger pit and pour a new pit ring to accommodate it.

Right now the first items visitors see when they arrive at Jackson Street are the railway displays near the parking lot, which consist of restored Duluth, South Shore & Atlantic (Soo Line) baggage-mail-express car No.101, a Rock Island commuter coach and the former Northern Pacific depot from Rutledge, Minnesota. Eventually a short train ride will be offered that will depart from the tiny station and traverse the former ice house track behind the powerhouse, which stands nearby. It was built during the 1940s to provide steam and compressed air to the shop complex, and plans call for it to be re-used as a museum office, store or possibly a theater.

Entering the roundhouse, visitors encounter railroad displays centered around the restored diesel bays and Northern Pacific wood caboose No.1631. Artifacts from the NP, GN and Soo Line are prominent, as are photos of the area as it existed years ago. An interesting exhibit is an 1879 wood coach from the St. Paul, Minneapolis & Manitoba, which is currently undergoing repair and restoration.

Out back, near the MTM's enginehouse, visitors can view much of the rolling stock collection which includes the former Minneapolis, Northfield & Southern private car *Gopher,* Northern Pacific Russell Plow No.30, and passenger equipment from the NP, GN, Rock Island, Chivago & North Western and Milwaukee Road. Many of the MTM's historic buses and vintage streetcars are stored on the property as well.

Not open to visitors at this time is the remainder of the roundhouse, consisting of stalls 11-15 and 18-20. These areas are used for storage and for the museum's machine shop, which, until 1997, was located inside an NP baggage car.

Over the years, the MTM has collected a number of steam and diesel locomotives, many of which call Jackson Street home. The most famous of these is former Northern Pacific 4-6-0 No.328, which was rescued from park display in 1976 and restored by volunteers to operable condition in 1981. Normally kept inside the Jackson Street engine house, the No.328 operates for a few months during the summer when it resides in nearby Osceola, Wisconsin, on the MTM's Osceola & St. Croix Valley excursion railroad.

Within the enginehouse is a rare treasure — Minnesota, St. Paul, Rochester & Dubuque Election Traction Company (Dan Patch Electric Lines) No.100, a 1913 boxcab gas-electric that its builder (GE) claimed to be the first internal-combustion freight locomotive constructed in the United States. Later acquired by the Minneapolis, Anoka & Cayuna Range Railroad, No.100 was repowered in 1957 with a Waukesha diesel engine. When the MA&CR was acquired by the Great Northern in 1966, No.100, still operable, was donated to the MTM. Over the years, the unit was repainted into its original blue livery, and rebuilt by the museum for excursions with NP 328. No.100 operated occasionally into the 1980s, but due to its limited power, has been in storage for the past decade. MTM volunteers successfully

Vintage Daylight . . .

WHEN 4449 RAN FROM PORTLAND to San Jose in 1992 for the NRHS Convention, no one knew that the trip would be the last one over the SP's famous *Daylight Route* in the 20th century. And, who would have believed that the trip to San Jose would be the last one with a full 11-car *Daylight* consist. That's why we call this video VINTAGE DAYLIGHT. Beautiful blue skies, fast running and a sharp exhaust help to make this program a classic.

The second part was recorded in June 1998 when the 4449 ran from Portland to Bend, Oregon. After high-speed running along the Columbia River, the train heads south thru the canyons of the Deschutes River. From the columbia River to Bend it's all up grade. Clear skies, snow capped mountains and the high bridges on this line make this an spectacular program. Cab rides and on-train footage complete this video presentation.

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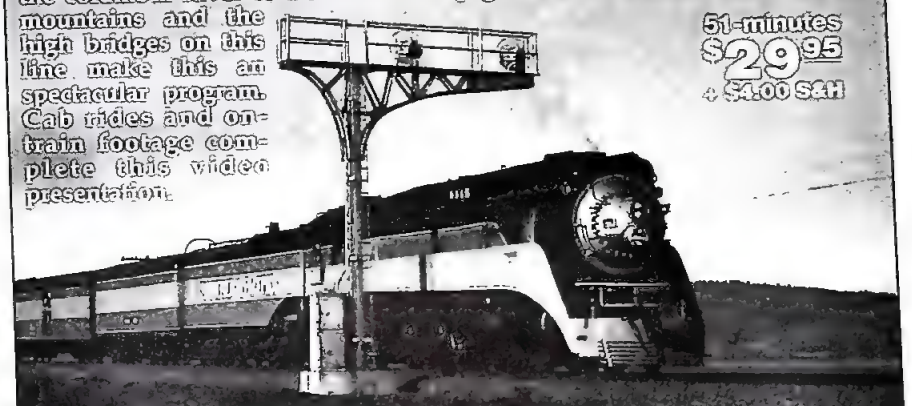

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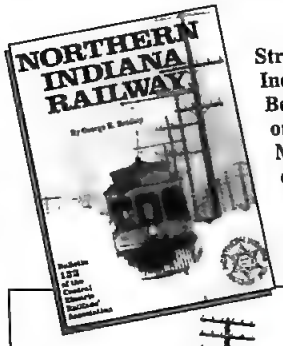
NORTHERN INDIANA RAILWAY

By George K. Bradley



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MOST OF THE EQUIPMENT owned by the Minnesota Transportation Museum is seen outside the Jackson Street Roundhouse in St. Paul, Minnesota. From left to right the locomotives are Armco "visibility cab" switcher B-21, Lake Superior Terminal & Transfer NW2 101 and GE 45-Tonner No.5.

returned the unit to service in October 1998, and the No.100 was viewed by the public for the first time during the grand opening.

One of the MTM's future projects is usually parked near the enginehouse. This is Northern Pacific 4-6-2 No.2156, built by Baldwin in 1909 as power for the *North Coast Limited*. The Pacific spent many years on display in St. Paul's Como Park before it was removed by the MTM in 1980 for restoration. Unfortunately, after much of the 2156 was dismantled it was discovered that water had somehow entered the high-pressure steam chest in the left cylinder, froze and caused major damage. This problem, however, is not stopping the restoration as volunteers are optimistic that the steam chest can be repaired and that the engine will one day run again.

Further poking around the yard reveals several unique diesels, including Lake Superior Terminal & Transfer NW-2 No.101, which is undergoing restoration; Westinghouse "visibility-cab" switcher B-71, a 300-horsepower ex-Armco boxcab that is awaiting cosmetic work and "Northern Pacific No.105," an operable SW1200 that is actually LST&T 105 in disguise. A 1929 CB&Q gas-electric doodlebug, No.9735, is currently stored offsite but is slated to enter the museum's shop for a complete rebuilding in the near future.

In service right now as the Jackson Street Roundhouse shop switcher is former Northern States Power No.5, a GE 45-Tonner built in 1951. This little unit was used during the opening weekend to offer short rides on the museum's industrial siding, pulling Rock Island commuter coaches. Most of the attention, however, was centered on the replica of *Thomas the Tank Engine*, which was coupled onto the opposite end of the train. The Thomas replica will be visiting various tourist railroads throughout the year, and spent the first two weekend of May visiting Jackson Street, to the delight of thousands of children.

You can visit the Jackson Street Roundhouse most weekends. They are located at 193 Pennsylvania Avenue, East St. Paul, Minnesota 55101-4319. Call 651/228-0623 for museum times and fares, or log onto the MTM's excellent website at *www.mtmuseum.org* for more information. Thanks to Eric Hopp, Mark Engels, and the rest of the volunteers at the MTM for their help with this story.

Great Western No.75

On April 19, 1999, the Heber Valley Railroad became the proud owner of former Great Western No.75, a Baldwin 2-8-0 formerly owned and operated by the late Everett Rohrer. No.75 and its ten-car "movie train," which was included in the purchase, have been seen in many films, including *The Professionals, A River Runs Through It, Breakheart Pass* and *Geronimo*. The locomotive and cars will be trucked to Heber City, Utah, from their current home outside of Denver.

The No.75 was built for the Great Western in 1907, the same year as the Heber Valley's other operable steam locomotive, former Union Pacific 2-8-0 No.618 (also a Baldwin product). But No.75, unlike No.618, was built to an earlier design with an unsuperheated boiler, slide valves and Stephenson valve gear. Later modern additions included a power reverse and a complete Pyle-National electrical lighting system, but the locomotive remains coal-fired. Great Western used No.75 primarily to haul loaded sugar beets cars over its 42-mile line out of Loveland, Colorado.

When No.75 was retired in 1965, it was sold to Colorado native Everett Rohrer who founded the GW 75 Corporation to preserve vintage railroad equipment for movie-making purposes. Over the next three decades, Everett acquired a stable of historic rolling stock, including two heavyweight steel Denver & Rio Grande Western coaches, a former Colorado & Southern wooden combine, two baggage cars, a wooden flat car (made to resemble a stock car for *Geronimo*), a C&S wood caboose and a former Chicago, Burlington & Quincy tender converted for use as a water car. After Rohrer's death, the corporation was taken over by his daughter and son-in-law, Melanie and John Pickar. Said Mr. Pickar, "The 75 has been a close family member for over 30 years. We are

very pleased that the Heber Valley Railroad plans to operate the locomotive and cars, that the collection will stay pretty much intact and that we will be able to come to Heber and ride 'our train' from time to time." As a tribute to the late Rohrer, one of the baggage cars will be converted into a museum to tell the story of No.75's preservation by Everett and subsequent movie career.

No. 75 needs only minor work before it can steam again. According to Craig Drury, the HV's Chief Mechanical Officer, "The condition of the wheels, spring hangers, pins and other running gear is remarkable for an engine this age. It's indicative of the care this engine has received. The locomotive will be a real asset to the Heber Valley Railroad." Road Foreman of Engines John Rimmasch added, "With the addition of the 75, we can keep a steam locomotive in service year-round. Before, it was difficult to run steam in the wintertime because that's when we usually do our work on 618." He added, "I hope we have 75 ready to go by the end of the 1999 season. At that time we could take 618 out of service for some needed work and let the 75 handle the regular [fall and winter] trains."

The Heber Valley plans to keep No. 75 available for movie assignments. Rohrer amassed a sizable collection of fake smokestacks, headlights and vintage parts that can be used to "backdate" the engine for film purposes. The Heber Valley acquired most of these props with the engine, so modification for movie work should be relatively easy. Motion picture companies have already discovered the diverse scenery at Heber, and during the last five years No.618 has starred in three made-for-TV movies and television episodes of *Touched by an Angel* and *Promised Land*. With the availability of the much older-looking No.75, movie makers looking for vintage steam-era equipment should flock to the Heber Valley.

For more information on No.75, and to keep updated on its progress, you can visit the HV's website at *www.hebervalleyrr.org*. For information on train excursions, you can write the railroad at P.O. Box 609, Heber City, Utah 84023 or call 435/654-5601. Thanks to John Rimmasch, Ken McConnell, and Craig Lacey for the news.

South Station's centennial

A new plaque honoring the centennial of Boston's famed (and much-modified) South Station was unveiled on April 23, 1999. The plaque is 54 inches high and 36 inches wide, and has been placed in the station where it will be seen by most of the 100,000 people that walk through the station's concourse each day. The station's official centennial celebration was held on January 19, 1999.

South Station will soon be the terminus for Amtrak's new Acela high-speed trains running from Washington through New York to Boston. The electrification of the line from New Haven, Connecticut, to Boston should be completed by the end of the year and the first high-speed trains should enter South Station before New Year's Day. One of Amtrak's most notable achievements in its 27-year history is the restoration of stations along the Northeast Corridor. Union Station in Washington and South Station are anchors at either end of a line that now sees grand stations in Baltimore, Wilmington, Philadelphia, Newark and New Haven, plus a new station in Providence and a soon-to-be-relocated Penn Station in New York.

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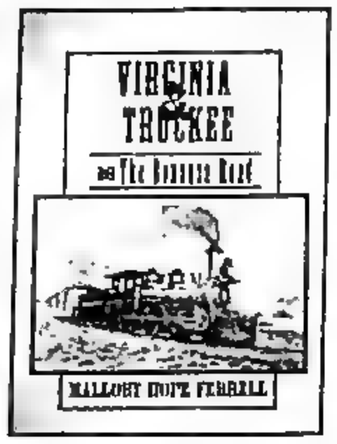
A Western Legend



Virginia & Truckee, The Bonanza Road, by Mallory Hope Ferrell, published by Hundman Publishing, 13110 Beverly Park Road, Mukilteo, WA 98275, 800/810-7660. 300 8½″×11″ pages; hardcover, $49.95 plus $4.00 shipping.

Everybody has heard of the V&T, but I'd bet that darned few actually know where it ran, or when, or why. The V&T is truly a Western legend, and there are good, solid reasons for its fame, and Mal Ferrell is just the guy to tell its story in an accurate and entertaining package.

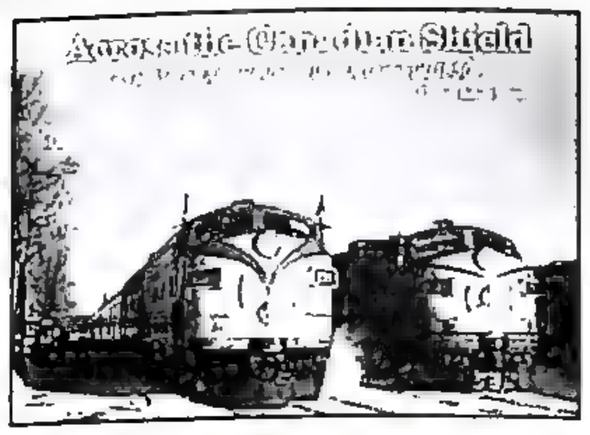
The V&T, tucked in the high desert hills on the inland side of the Sierra Nevada, had its beginnings in the silver boom of the "Comstock Lode" in the 1870s. The railroad ventured south from the Central Pacific at Reno in a reversed "J," hooking back north at Carson City to the mining region of Virginia City. There was money galore, and the 52-mile railroad bought the finest locomotives and rolling stock of their day and maintained them in a "Great Stone Fort," an engine-house and shop in Carson City. When the bottom fell out of the silver boom, the V&T continued to scratch a living out of local commerce and agriculture. The old equipment was stored or kept running, and the railroad drifted into a wonderful warp where time stood still. It was "discovered" by railfans and the movie industry in the 1930s, with its operating treasure trove of Civil War era brass-bound miniature dinosaurs. Imagine walking into that cavernous shop in 1939 to find an entire operating roster of classic 1876 woodburners!

This heavy and slickly presented hardcover puts in one package hundreds of black & white photos, and an appropriate selection of color, along with maps and miscellaneous interesting documents, and an entire section of rolling stock and locomotive plans. The scenes, all excellently reproduced thanks to modern scanning technology, range from very early action photos, to Beebe classics and an extensive selection of movie work. Of course, the resurrected and operating portion of the V&T gets its due coverage.

This book combines historic narrative with large, attractively presented photos and informative captions. The equipment ranges from the very first V&T locomotive (the 1869 2-6-0 *Lyon*) to its modern 4-6-0s and 2-8-0 and even the McKeen "Washoe Windsplitter" motor car and an array of freight and passenger cars. There are also many stunning "contextual" photos of railroad structures, mines and mills and "Wild West" townscapes.

The V&T is at once one of the best-known and least-known of American railroads. This book goes a long way toward putting all those unrelated images into a coherent picture with champagne glass stacks, pointed pilots, brass-bound domes and all — *Jim Boyd*.

1950s Canadian Railroading



Across the Canadian Shield, by Alan Lill and Robert Wanner, published by the CN Lines Special Interest Group, 260 Henderson Highway, Winnipeg, MB R2L 1M2, Canada. 208 11″×8½″ pages, hardcover, US$41.95 to U.S. address, or C$58.45 to Canadian address.

If someone had asked me who might have enough Canadian National mid-1950s steam and diesel action photos to fill a book, Bob Wanner would have been way down my list. I've known this resident of the Reading, Pennsylvania, area for a few years now, and associate him with Anthracite roads and thank him for introducing me to his hometown branch line, Conrail's Akron Secondary, now the Lancaster Northern. But in early 1955, the 19-year-old Bob was sent by the U.S. Air Force to a radar base in Armstrong, Ontario, which just happened to be on the Canadian National's main line over the top of Lake Superior. Armstrong was a classic "railroad town" that was also the division point between CNR's Lines East and Lines West and had a large classic roundhouse and engine terminal. Camera in hand, Bob explored the desolate region, known as the "Canadian Shield," during his one-year tour of duty.

The CNR at that time was populated by steam ranging from 4-8-4s and 4-8-2s to Pacifics and Mikados and switch engines, with the encroaching presence of diesels in the handsome green, black and yellow livery. This book presents them in 185 nicely reproduced black & white images and 32 pages of color. The photos are run big — thanks to the "landscape" format permitting full 8″×10″ images, and they are supported by extensive and intelligent captions and all sorts of fascinating text.

Author Alan Lill is the editor of *CN Lines* magazine, published by the CN Lines Special Interest Group. Alan gathered Bob's photos and stories and wove them together with his own first-hand experiences into an attractive and entertaining look at steam-era railroading in the Canadian bush.

The book is laid out essentially chronologically, following Wanner's encounters with the dieselized *Super Continental*, various steam-powered mixed trains and a parade of freights, large and small. CNR's imposing (if actually lightweight) 4-8-4s are seen in abundance, along with "conventional" 4-8-2s and streamlined "Bullet-Nosed Betties." Bob ranged all over the CNR to places like Nakina, Sioux Lookout and Winnipeg. In appropriate places, other photographers are tapped to fill out the story, like Clark Lauman's interior views of the huge Transcona Shop. The 32-page color section covers the gamut of traditional

railfan action photography and is selected for both subject interest and image quality.

In the second half of the book, one chapter delves into the train-order dispatching of this busy chunk of railway. That is followed by a look at the "railroad towns" and a nicely detailed map — and photo section — on the Armstrong yard and engine terminal. Winter railroading into 1956 is depicted, including the fascinating, railroad town "frontier" utilitarian buildings like the King George Hotel where the locals and airmen drank away the cold winter evenings. The book concludes with about 20 pages of detailed locomotive and equipment rosters, some train register sheets, timetables and passenger station diagrams.

This book brings home the fascinating beauty of steam-era railroading at the time of the arrival of first generation diesels. The remote setting just adds to the magic. You share Bob Wanner's encounter with the huge but pleasantly "down home" CNR in its most treasured era. It's a trip you're not likely to forget — *JIM BOYD*.

Garden State Railroad Ghosts

Craig P. Della Penna
24 Great Rail-Trails of New Jersey
The Essential Outdoor Guide to
The Garden State's Best Multi-use Recreational Trails
Built on Abandoned Railroad Grades
Foreword by New Jersey Governor Christine Todd Whitman

24 Great Rail-Trails of New Jersey, by Craig P. Della Penna, published by New England Cartographics, P.O. Box 9369, North Amherst, MA 01059, 413/549-4124; 212 6"x9" pages, soft-cover; $16.95 plus $2.00 shipping.

The subtitle of this book says it all: *The Essential Outdoor Guide to The Garden State's Best Multi-Use Recreational Trails Built on Abandonded Railroad Grades*. It's a mouthful, but that's exactly what you'll find here, a detailed listing of 24 interesting rail-trails in New Jersey. Each listing includes location and endpoints, mileage, an explanation of which railroad right-of-way the trail was built on, a few paragraphs detailing each trail's railroad history (including major customers, years of operation, etc.), locations of major points of interest along the way (many of them rail-related) and more.

As a newcomer to New Jersey, I found the historical information fascinating, and useful, and was amazed to discover the extensive network of preserved right of ways we have in the Garden State (including several here in Sussex County). There are also short chapters explaining the rise of rail-trails and the value of preserving these rights-of-way (both for recreation and for the possibility of future railroad use). Among the trails covered are the Sussex Branch Trail (built on the Lackawanna's Sussex Branch right of way), Patriot's Path (part of the Rockaway Valley Railroad), Middlesex Greenway (former Lehigh Valley Perth Amboy Branch), Delaware & Raritan Canal State Park (part of the Pennsy's Bel-Del line), several stretches of Pennsylvania-Reading Seashore Lines branches in southern New Jersey and more.

As Governor Christie Todd Whitman, an avid bicyclist, says in her Foreword, "To read [this book] — or better yet, to use it — is to seize the opportunity to enjoy some of the best assets of the Garden State." I'm looking forward to doing just that — *G.F.*

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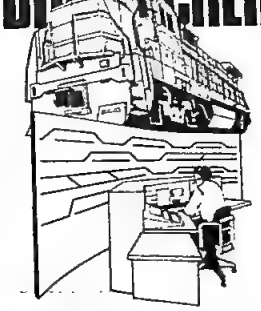

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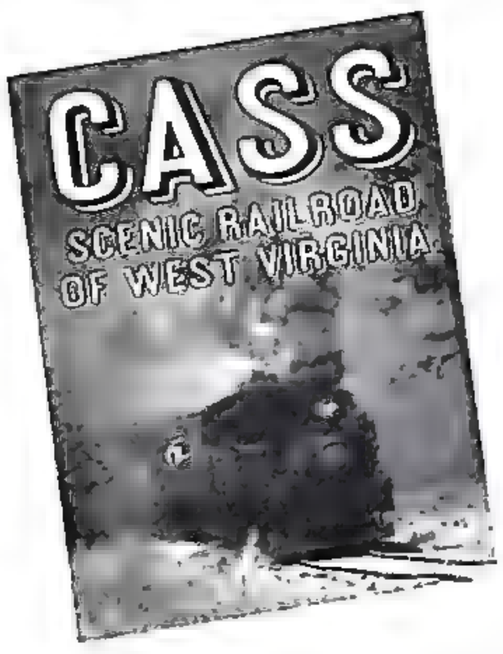

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The U.S. Army's Railroaders

by
Captain John Rettman
and
SSG (ret) Ronald Organek

The 1205th TROB at the Danbury Railway Museum on May 1, 1999

DURING THE PERSIAN GULF WAR OF 1991, airplanes and warships dominated the nightly newscasts. There was a rail unit, however, that was active during the war. The United States Army's 1205th Transportation Railway Operating Battalion was the only railway unit activated for the war and served proudly. As a result of its efforts during the Persian Gulf War, the 1205th TROB was awarded the Army Superior Unit Award. The unit is now partaking in a peace-time community outreach program that helps the members of the unit sharpen their skills, raises awareness of railroading in general and the 1205th in particular, provides services to the communities and enables the recruitment of new members.

World War II and Korea

The 1205th TROB was originally constituted in 1923 as the 591th Engineer Battalion Railway, although not much is known about the 591th during its tenure between 1923 and 1941. On February 21, 1941, the 591st was redesignated as the 729th Engineer Railway Operating Battalion. In 1942 the 729th was transferred from the Corps of Engineers to the Transportation Corps. The 729th was affiliated with the New York, New Haven & Hartford Railroad based in New Haven, Connecticut.

The 729th was activated during World War II due to a shortage of military rail units, the only other one being the 714th, an active duty unit. During the war, the 729th participated in campaigns in Normandy, Northern France, the Rhineland and central Europe. The 729th is credited with being the first railway operating battalion to land in France ten days after D-Day on Omaha and Utah Beaches. Among its accomplishments were rebuilding the Cherbourg freight yard and operating the first passenger, troop, freight and hospital trains in France and first train transfer with the Russians. The 729th operated the huge Antwerp freight terminal delivering supplies and ordnance in support of 1st and 9th Armies in Germany.

The 729th was inactivated in November 1945 and reactivated in April 1948. The 729th was activated to Fort Eustis and, later, Fort Meade in support of the Korean War. The 729th was the second largest railway operating battalion at that time. There was no mobilization of the 729th during the Vietnam War.

In 1979, the 729th became a Military Traffic Management Command asset, supporting the eastern CONUS (Continental United States) railway transportation need at Military Ocean Terminal, Sunny Point (MOTSU), located in Southport, North Carolina. The unit's mission was rail-transporting bombs to sea-going vessels. In 1981, the 729th was relocated from New Haven to Middletown, Connecticut, and in 1984 redesignated as the 1205th TRSU.

In January 1991, the 1205th TRSU was activated to MOTSU in support of Operation Desert Shield. The unit's mission was to provide rail support in the movement of ammunition and hazardous cargo and maintain and repair over 97 miles of track on the terminal. The unit remained on active duty for nine months in support of the operation.

Today's 1205th TROB

Following Desert Storm, the unit was redesignated as the 1205th Transportation Railway Operating Battalion, with the main body returning to Middletown and a detachment remaining at MOTSU. The 1205th TROB is diverse and consists of Maintenance of Way personnel who, among other functions, install, remove, repair, replace and maintain railroad track, switches and other railroad appurtenances; railroad operators; train crews; supply and logistics personnel; administrative personnel (finance, personal and military records; Intelligence, planning and training personnel and mechanical maintenance personnel. A substantial portion of the soldiers in the 1205th TROB are employees of

Steve Barry / lighting by Steve Barry, Frank Etzel, Kermit E. Geary, Jr., Fred Jones and John Tully

civilian passenger and freight railroads located throughout the New England States, New York, New Jersey and a detachment in Southport, North Carolina.

The 1998 Load a Loco program which the 1205th TROB conceived and ran in partnership with a "civilian railroad," the Providence & Worcester, is just one of several special community outreach programs it has participated in or will run this year. This year the 1205th TROB assisted the Medics of the United States Army Reserve 405th Combat Support Hospital in a cold weather injury training exercise for approximately 200 Boy Scouts. On October 1 and 2, 1999, the 1205th TROB, in partnership with the Connecticut Southern Railroad Company, will run a Railroad Merit Badge course for approximately 400 Boy Scouts in the Sleeping Giant District.

The Load a Loco program was established by the 1205th TROB to provide Christmas gifts for children that were in the Middletown Children's Hospital and provided food for the local Salvation Army and soup kitchens. Everyone was invited to ride on P&W passenger cars powered by a United States Army 120-ton locomotive, in exchange for a new unwrapped toy or a non-perishable food item. Of course, Santa Claus was present and we were joined by McGruff the Crime Prevention Dog. This activity on the P&W was the first time in more than 60 years that passenger cars had used the track, therefore it was also a historical event. The unit looks forward to the Second Annual Load A Loco Service Project this Christmas.

The unit will also be working in partnership with Providence & Worcester on the weekend of September 18, 1999, to provide train rides from Middletown Center to Cromwell Center and then to Portland. This is part of a Tri-Town Connecticut River Festival being hosted by the respective Portland, Middletown and Cromwell Chambers of Commerce. The towns will be linked by rail, using P&W passenger cars and powered by the TROB's trains so that all interested festival goers can enjoy the activities in each town. Each town will have its own festival theme, with Middletown's theme being "Train on Main", a title conceived by the TROB. It is expected that the movie theater will play train movies and local vendors will have train displays on the streets. Area railroads will be asked to provide equipment for display, creating a museum for tours at P&W's Middletown yard. Operation Lifesaver will be conducted by either the Department of Transportation or the TROB and educational and railroad history will be shared with the general public.

Next to the horse and footwear, the iron horse is among the oldest forms of transportation, and is nearly entering its third century of dependable public service. In time of war or local disaster, the most logical, effective and efficient means of evacuating or otherwise moving the civilian population, or for the transport of ammunition, equipment, food, supplies, fuel, medical supplies and even wheeled and tracked vehicles will be by military and civilian railroads working together as a cohesive unit.

The 1205th TROB is still only one of two Army Rail Units in the United States and continues to train at MOTSU to fulfill its wartime mission. The 1205th currently trains at Old Colony Rail in Newport, Rhode Island, the trolley museum in East Windsor, Connecticut, Long Island Rail Road simulators in New York and at Naval Weapons Station Earle in New Jersey. The 1205th TROB is close to having another training site in East Hartford and is exploring training sites in Palmer, Massachusetts. The unit is currently commanded by LTC Stephen Schultz.

The 1205th TROB continuously seeks to find dedicated men and women who are willing to give service to the United States Army Reserve, the 1205th TROB and the surrounding community. If anyone desires to join the unit and "Come Train with Us," please call 860/632-2117 or Captain John Rettman at 203/634-7718.

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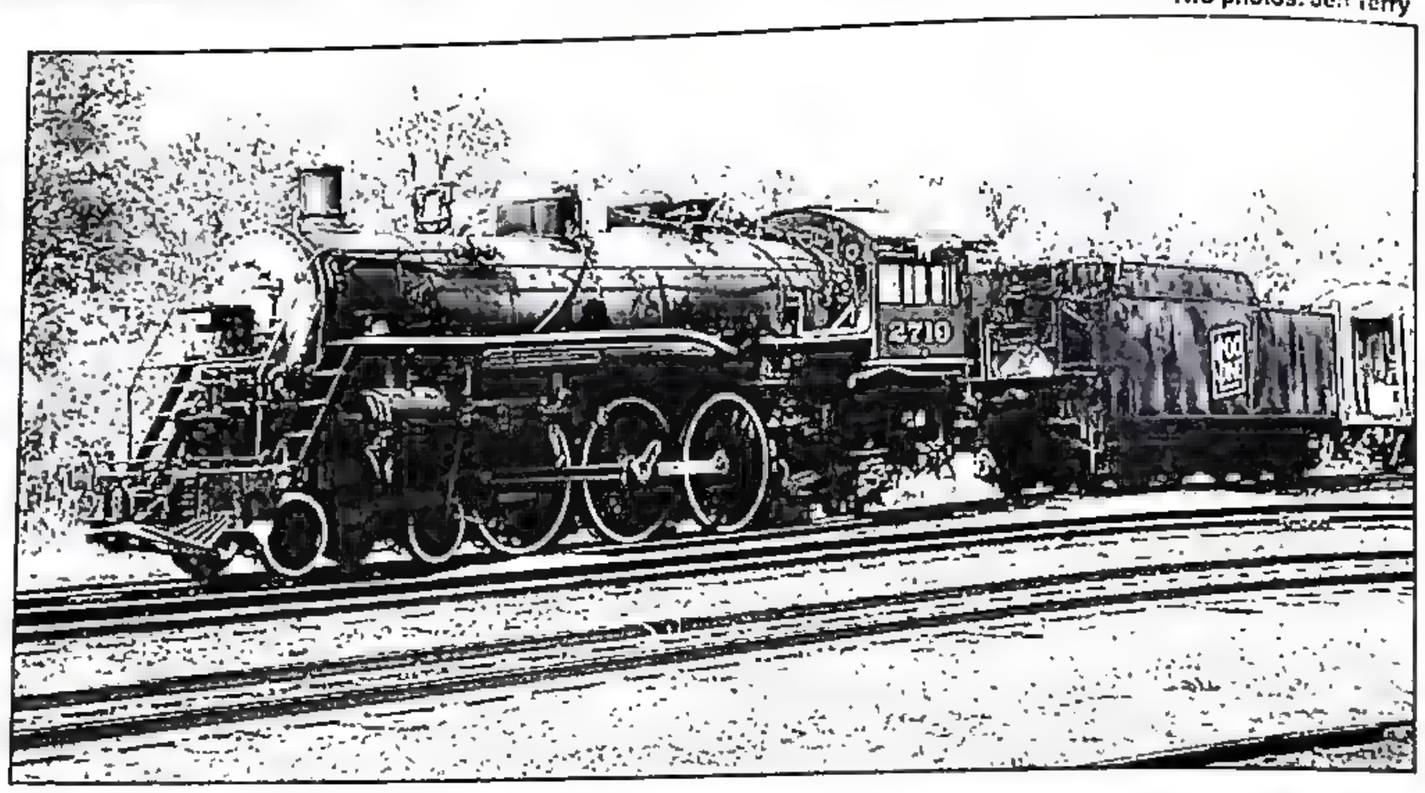


Former Soo 2719 in collision on Wisconsin Central

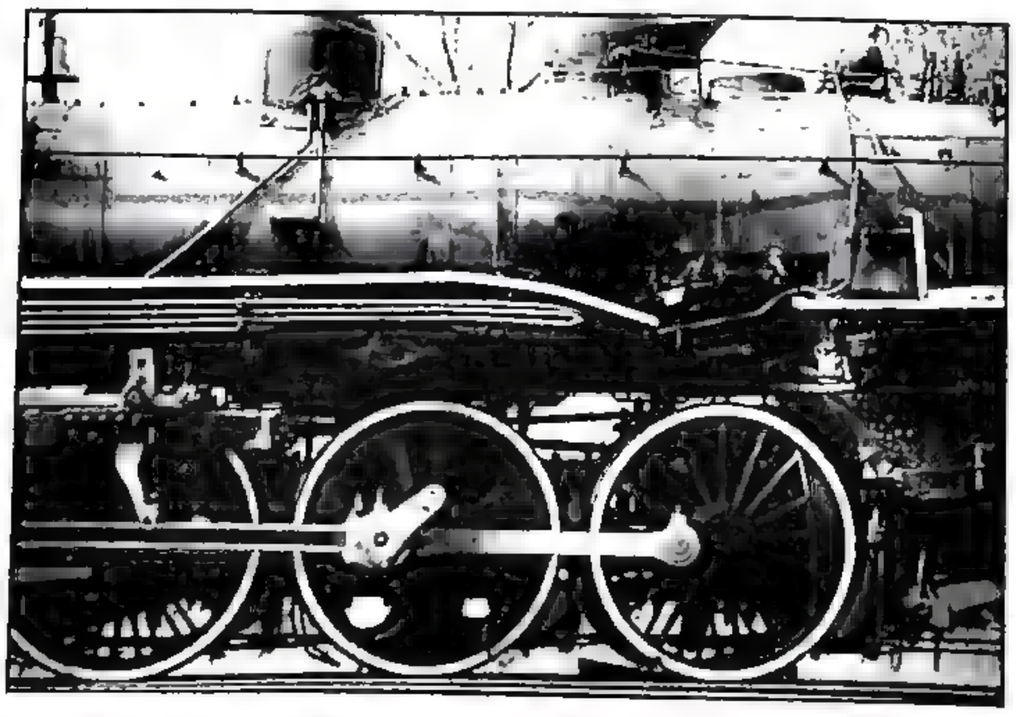
RESTORED SOO LINE 4-6-2 No.2719 was damaged in a low-speed collision with a Wisconsin Central freight train at Chippewa Falls, Wisconsin, during the early morning hours of May 9, 1999. The locomotive was in town for a series of trips sponsored by its caretakers, the Locomotive & Tower Preservation fund, and was tied up at WC's Irving Yard after completing a successful day of excursions on May 8th. Damage was extensive, but the locomotive is insured, and chances are good that it can be rebuilt. At the time of this writing, the accident is still under investigation, but what appears to have happened is that six of the L&TPF's ex-Canadian Pacific coaches, tied down on a yard track upgrade from the 2719, broke loose and rolled free, bumping the 2719 into the foul on the Minneapolis Subdivision main line. Sometime around 3:30 Sunday morning, the 2719 was struck by WC train No.205, led by SD45 6623, which itself was extensively damaged and derailed along with the Pacific. No injuries were reported, and there is no explanation yet of why the coaches rolled away.

A thorough inspection to assess the 2719's condition hasn't been performed yet, but the immedaite damage to the locomotive is obvious. Noticeably missing is the air pump, which was torn off of the boiler, with the studs holding it ripped out of the boiler shell.Piping on the locomotive was torn and punctured, as were the air tanks under the running boards, which themselves were bent and mangled along with the pilot. The left-side eccentric rod looks to have been sheared off of the eccentric crank. A rumored crease or dent in the boiler itself was not visible when I visited the wreck site on May 10th.

The 2719 had been operating for less than a year since the completion of its extensive overhaul in August 1998. The 1923 Alco was donated to the City of Eau Claire, Wisconsin, by the Soo Line in 1960, and spent more than 30 years on display in Carson Park before its overhaul at the C&NW's Altoona, Wisconsin, roundhouse. The L&TPF had planned seven weekends of excursions in the Chippewa Valley area, and the engine had completed two Colfax-Cadott round trips just hours before the accident.

It is unclear what ramifications this unfortunate accident will have. The Wisconsin Central has generally been favorable to steam, allowing Frisco 1522, Milwaukee 261, Soo 1003 and Soo 2719 to operate over its rails in the past decade. The Minnesota Transportation Museum also has trackage rights to Osceola, where it operates its ex-Northern Pacific 4-6-0 328 during the summer.

Plans call for the 2719 to be returned to Altoona as soon as possible for rebuilding. A complete evaluation of the locomotive will be necessary before it can be steamed again beacuse hidden damage may be lurking under the boiler jacket or in the frame. The L&TPF is hopeful that the engine can be repaired in time for a series of September excursions. You can keep up with its progress on the L&TPF's website at *www.2719.com* — *Jeff Terry.*



DAMAGE TO THE 2719 is evident in the close-up at left. Note missing air pump and eccentric rod. On May 10th, the day after the accident, the 4-6-2 awaits inspection and evaluation (**above**). Plans are to move it to the former C&NW shops at Altoona, Wisconsin, for repair.

We'd Like You To Meet ...

Ben Martin

The author of this month's feature on the revitalization of Guilford's former Boston & Maine West End was born and raised in Gansevoort, New York. While this is his first feature byline in a national publication, his previous writing experience includes serving as a columnist for the Bridge Line Historical Society's *Bulletin*. Ben tells his story below.

"I grew up with the Delaware & Hudson in my view (when the leaves were off the trees, that is). With both my father and grandfather interested in railroads, I'm a third generation railfan. My father used to bring me to Mechanicville Yard to watch the rainbow of colors on Guilford in 1984. Some locomotives were Boston & Maine 'Bluebirds,' and it was different, and exciting, to see. These visits helped make me a fan of classic EMD power.

"We lost Mechanicville to closure in 1991, after losing much of the area's traffic to reroutes in 1990. It wasn't until 1994 that I seriously began to explore Guilford on the West End. I was 17, driving and finding. Before long, the B&M ranked as my favorite railroad.

"In 1994, I met Paul Bittner and Bill Markowski from the East Deerfield area. Bill's wealth of knowledge on the railroad encouraged me to take more time to learn more about the B&M. In 1995, I teamed up with George Gravel from Mechancville, New York, and together we have furthered our knowledge of railroads in the northeast. Our partnership still goes strong today.

"George and I met Eddie Bochette during the winter of 1995-'96, and we spent much time chasing the DHPO/PODH trains that he engineered. Nicknamed 'Buckets,' Eddie got a kick out of our chases. After retiring in 1996, Eddie passed away last June, and the article is in memory of him.

"I began photography in 1989, but didn't advance to SLR until 1993. I started with a Canon Rebel and still own it. In April 1998, I moved up to a Canon A2, and use it with three USM lenses: 20-35, 35-105 and 75-300mm zoom lenses. I shoot E6 100 speed films year-'round, and Kodachrome 64 from May through September. I'm also a big fan of Ilford XP2 400, especially on Guilford's five SD26s. I'll use Fujicolor 100 for most non-train events.

"I'm now a resident of Milford, Vermont, where I work for the New England Central Railroad as a freight service conductor. I'm based out of St. Albans. Days off are typically spent trackside, either shooting our big southbound Train No.324, or on the Boston & Maine's West End. In addition to railroad photography, I also enjoy shooting industrial structures, such as old factories and power plants. I've been exploring black & white and night photography of these subjects."

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An Anachronism Appears!

IT WAS A FINE DAY this August 22, 1982. Being a Sunday, people were out doing what people do on a Sunday afternoon. Most of the ten or so motorists caught in time by my photo were probably on their way home from church. Some were looking forward to an afternoon filled with shopping at a local mall; maybe they were thinking about the movie they would see or a football game they would soon attend. No doubt many were even wrestling with the age-old problem — what will I do tonight?

Regardless of what they were thinking, suddenly their "train" of thought was abruptly interrupted by a sight, an event that should not be.

Seemingly out of nowhere, an apparition from the steam era of railroading made an appearance. The motorists witnessing this occasion, most far too young to remember when such a sight was rather commonplace, were no doubt captivated for possibly five or ten seconds by a smoke-belching, fire-breathing, streamlined, huge 4-8-4 passing overhead with seven cars tied to its tail, coming from the ex-Southern Montview Yard (to the right) and heading toward the ex-Norfolk & Western Kinney Yard here in Lynchburg, Virginia.

I often wondered if they fully appreciated the significance of this special, atypical passage of the N&W J-class steamer, a form of motive power that could travel well over 100 miles an hour, a form of motive power that disappeared from the rails back in the late 1950s. Didn't it?

No.611 was on its way back home, to the place of its birth in 1950 — Roanoke, Virginia — after being resurrected from the dead by the Norfolk Southern boys in Birmingham, Alabama.

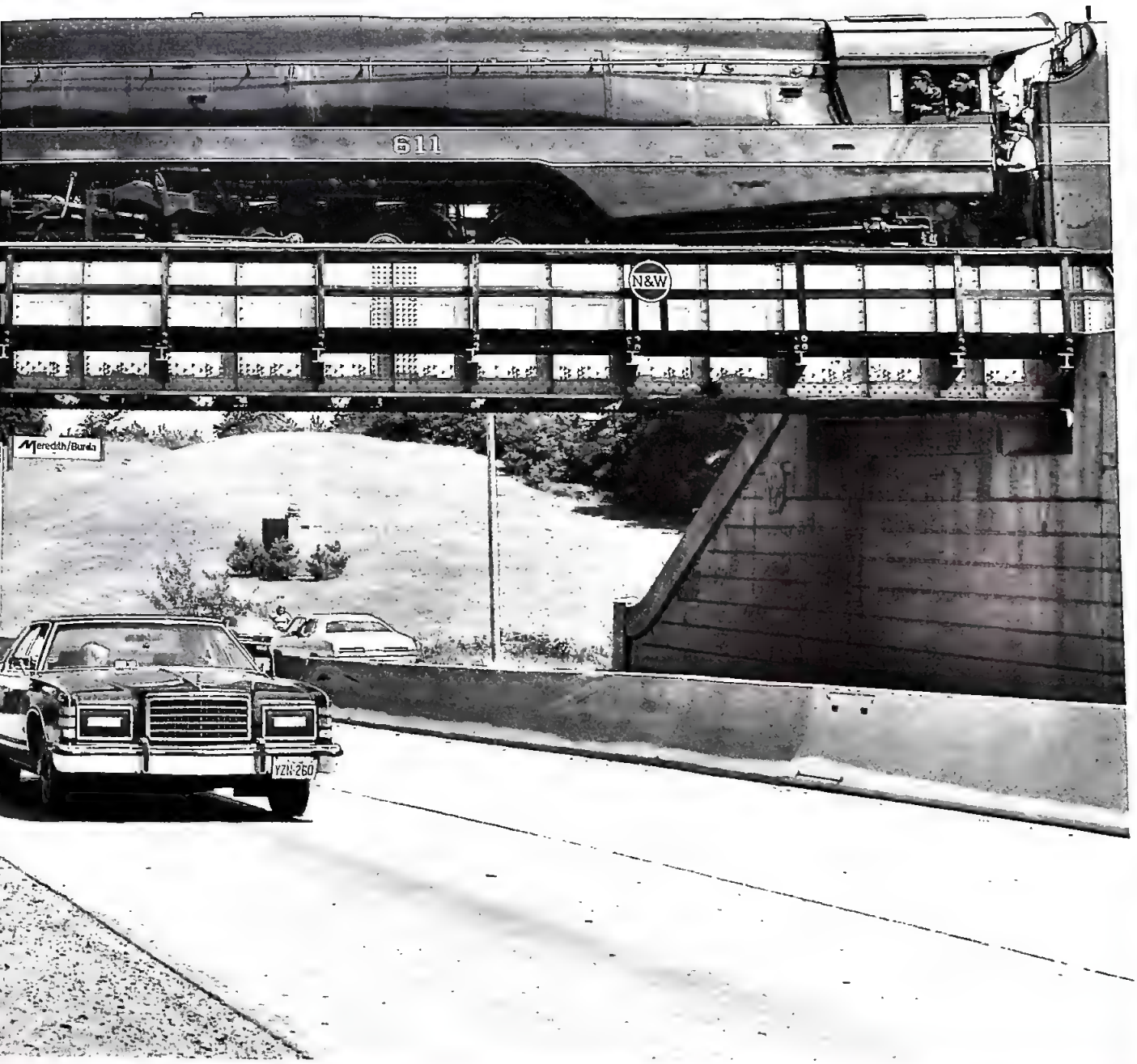
At Kinney Yard, this powerful, human-like machine would be washed and scrubbed until it sparkled. After all, this most famous son had to look right when it arrived back home.

What an astonishing sight these fortunate few were seeing — nearly 500,000 pounds of steam and steel, almost 110 feet long, straight out of the past, alive and moving under its own power in 1982! They probably thought that they had been trapped in a "wonderful" time warp. Regardless of what their thoughts were this particular Sunday at 12:05 p.m., they now had one more. It was a sight, a sound and even smell that would remain with them for many days, months and years to come. Indeed, it would be an event that would dominate the major portion of their conversations for quite awhile. I can hear it now: "Guess what I saw today?"

Yes, this particular Sunday afternoon turned out to be a good one after all. I know it was certainly a great one for yours truly!

— *Curt Tillotson, Jr.*

Curt Tillotson, Jr.



Finally, the PA's Come Home!

AFTER MORE THAN TWO DECADES IN MEXICO, two of the former Delaware & Hudson Alco PA1 passenger locomotives should be back in the U.S.A. by the time you read this. As of May 18, 1999, the stripped and damaged hulks of PA's 16 and 18 (originally Santa Fe 59L and 62L), were at the Empalme Shops in Mexico, and two AT&SF flatcars were on BNSF at Phoenix, Arizona, being fitted with cribbing to support the PA carbodies by their bolsters for transport north. The modified flats will be sent to the now-closed shops at Empalme, where the PA's will be loaded aboard and shipped north via Nogales, where they will be handed over to the Union Pacific for shipment to Phoenix and interchange with BNSF. If all goes according to present plans, the PA's may make Sacramento, California, during Railfair in late June in time to move north to Portland, Oregon, behind Southern Pacific Daylight 4-8-4 4449 on its return ferry move from Railfair.

The two truckless PA hulks are the property of the Smithsonian Institution, and once on the Willamette & Pacific, they will be unloaded at a shop site where a "triage" will be performed by Doyle McCormack of Daylight Locomotive & Machine and Smithsonian Curator of Transportation Bill Withuhn to determine condition of the two units and determine their future ownership. Unless there are compelling mechanical reasons to do otherwise, the plan is to retain the 16 for the Smithsonian and swap the hulk of the 18 to McCormack for a pair of Commonwealth A1A passenger trucks to put under the 16. The end result will be one unit owned by the Smithsonian and the other by McCormack.

Neither PA has its diesel engine or electrical equipment intact, but McCormack intends to restore at least one of them to operable condition using the 251 engine and electrical equipment from British Columbia Railway M420B 688, which was externally damaged in a wreck but sustained little damage to its interior equipment. The non-powered Smithsonian unit will be cosmetically restored to its Santa Fe warbonnet livery, while McCormack intends to initially paint his unit as Nickel Plate "Bluebird" 190 (the locomotive on which he got his first diesel cab ride on January 22, 1955, from Conneaut, Ohio, to Buffalo on NKP Train No.8). Since there are severe logistical problems in installing even an empty PA carbody at the Smithsonian Institution in Washington, D.C., the future of the Smithsonian unit has not yet been determined, and the options range from keeping it in an operable set with McCormack's unit or making it a "roaming" Smithsonian display, while its permanent future can be studied.

The D&H 16 and 18 were sold to the National Railways of Mexico (NdeM) in 1978 along with sister units 17 and 19 (Santa Fe 60L and 54B/66L), both of which are now in the museum at Puebla, Mexico. The four D&H units were the last Alco PA's in existence in North America (with two remaining broad-gauge versions intact in Brazil), and they had been rebuilt with 251 prime movers by Morrison-Knudsen in Boise, Idaho, in 1974-'75 for the New York state-sponsored Amtrak *Adirondack* service on the D&H.

After going to Mexico, the 16 and 18 were involved in serious wrecks and fires, which left them derelict hulks at Empalme, and their trucks were salvaged and ultimately scrapped. In the 1980s a campaign was begun to bring the PA's back home, only to be frustrated at every turn. Being a nationalized railway, the NdeM could dispose of equipment only through an act of the Mexican legislature. The NdeM transformed its corporate structure into the FNM, which has now been privatized. This organizational change broke the PA's loose, as the new private FerroMex system in northern Mexico had no interest in the PA hulks.

Trucks suitable for the PA's were discovered in Smiths Falls, Ontario, by R&R's former associate editor Mike Del Vecchio, who notified Doyle McCormack. (Canadian Pacifc employees Del Vecchio encountered at Steamtown had alerted him to the existence of the equipment.) The trucks were under Fairbanks-Morse ex-Pennsylvania Railroad Erie-Built B-units that had been power units for a rail welding outfit. While not identical to the original PA trucks, they are very similar in appearance and performance and will make operation possible — *JIM BOYD.*

Tacoma Railfan Days Make a Move

THE MOUNT RAINIER SCENIC RAILROAD'S annual railfan event took on a new flavor this year, moving from the railroad's base at Elbe, Washington, to Tacoma. Three Mikados and one ex-Northern Pacific F9 attended the event. Porter No.5, Alco 2-8-2T No.17, ex-NP F9 7012, eight passenger cars and two tank cars moved to Tacoma over the rarely-used Tacoma Eastern on April 29, 1999. The 40-mile move from the Mt. Rainier shops at Mineral took nearly 20 hours, as the train had to negotiate ten-mile-an-hour track. A long delay was incurred at the high bridge over the Mashell River near Eatonville, where the crew had to raise the track so that the coaches would clear bridge work.

Centralia Chehalis Railroad 2-8-2 No.15 made the journey from Chehalis, Washington, to Tacoma on Friday, April 30th. The move required the cooperation of Tacoma Rail, as there were six miles of equipment stored on the mothballed Chehalis Western that needed to be relocated. No.15 was a last minute participant at the event, as the locomotive required a flue extension from the FRA that was granted only a week before.

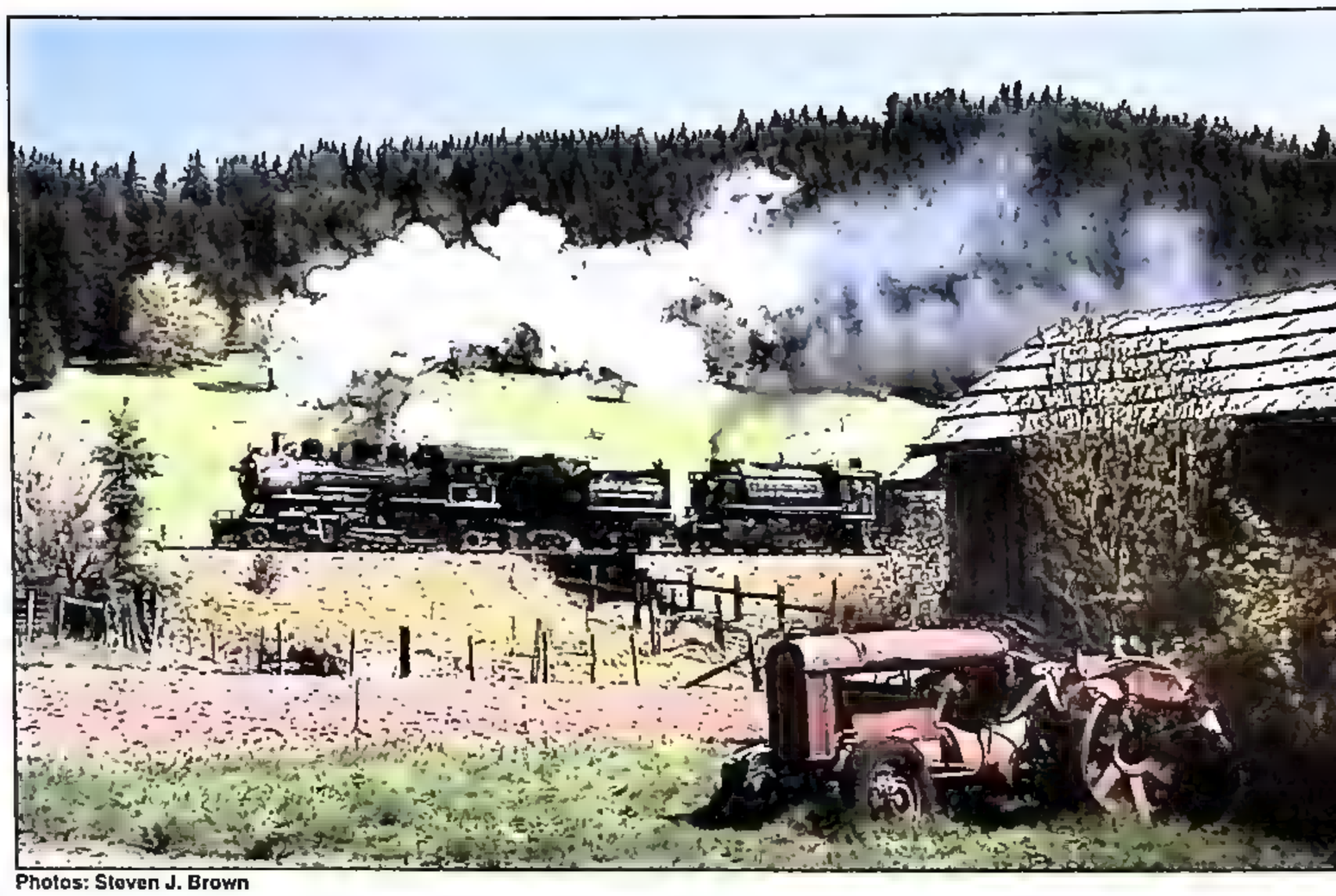
No.15 and two coaches operated short shuttle trips over the weekend between Tacoma and Fife, while Mount Rainier Scenic Nos.5 and 17 were featured on four excursions up the 3.3% grade of Tacoma Hill. They started on Friday by pulling a train for the press and local dignitaries round-trip to Frederickson Junction, followed by an all day excursion on Saturday to Scookumchuck, Washington, and another round-trip dinner train to Frederickson Junction that evening. A round-trip excursion was operated Sunday to Frederickson. NP F9 No.7012 was used as a helper on the rear during several trips.

The weekend was a success with most of the trips close to selling out. The event, sponsored by the Mount Rainier Scenic, the Mount Rainier Railroad Dining Company, the Western Forest Industries Museum and the City of Tacoma, was held to promote the sponsors as well as drum up support for the Train to the Mountain, a proposed tourist train to Mount Rainier. Look for this event to be repeated! — *STEVEN J. BROWN*

Amtrak Returns to Oklahoma

OKLAHOMA LEAVES THE RANKS of states without rail passenger service on June 15, 1999, when a daily Oklahoma City-to-Forth Worth, Texas, train begins. The new service, jointly sponsored by Amtrak and the Oklahoma Department of Transportation, will use the BNSF main between the two cities, and will make Oklahoma stops in Norman, Purcell, Pauls Valley and Ardmore. An additional stop will be made in Gainesville, Texas. The former Santa Fe station will be used in Oklahoma City. The new train has not yet been named. Oklahoma Senator Don Nickels, a driving force behind obtaining funding for the service, is conducting a "Name the Train" contest for the state's school children. Students can visit the site at and enter the contest at *www.senate.gov/~nickles/oktrain.html.*

Southbound Train No.821 will depart Oklahoma City at 8:25 a.m., arriving Fort Worth at 1:00 p.m. The northbound, Train No.822, leaves Fort Worth at 5:25 p.m., arriving Oklahoma City at 10:00 p.m. Reservations are required, and connections can be made at Fort Worth with the quad-weekly *Texas Eagle* in either direction on the days it runs. Oklahoma had been without Amtrak service since 1979, when the Chicago-Houston *Lone Star* was discontinued.



Photos: Steven J. Brown

AN UNUSUAL MOVE OVER THE RARELY USED TACOMA EASTERN: Porter 2-6-2 No.5 leads the equipment move from Elbe to Tacoma, Washington, for the Mt. Rainer Scenic's railfan weekend, held this year in downtown Tacoma instead of the railroad's home base at Elbe. Behind the Porter are 2-8-2 No.17, former NP F9 No.7012, eight passenger cars and two tank cars. Seen here near Eatonville, Washington, on April 29, 1999 **(above)**, the 40-mile move took some 20 hours. On April 30th, Nos.5 and 17 powered a "preview" train over Tacoma Hill for press and local dignitaries **(left)**.

Mike Hoppe

G.E. TEST UNIT ON THE OUTSIDE: Making a rare move outside of the General Electric plant is C40-8 No.001, seen at the East Erie Commercial Railroad interchange with Norfolk Southern on April 8, 1999. The unit, named "Web W. Morse" in honor of the retired G.E. engineer, was serving in test service on NS along with Amtrak P42 No.52 and an Amtrak test car. The 001, formerly Union Pacific 9185, is usually found on G.E.'s in-plant test track.

Photos: John C. Benson

THE "INCREDIBLE HULKS": Former D&H (originally Santa Fe) Alco PA1s No.18 **(above)** and No.16 **(left)** were derelict in Enpalme, Mexico, on February 13, 1999. After years of attempted repatriation, the units are finally on their way home, thanks to a deal between the newly privatized Mexican railway and the Smithsonian Institution. The pair will likely make it back into the States in time for Railfair in Sacramento, California, in late June.

Photos: Steven J. Brown

Vandals Set BNSF Trestle Ablaze

BNSF's trestle over the Nisqually River in Lacey, Washington, also used by Amtrak's Seattle-Portland trains (including the *Cascades* and the *Coast Starlight*), was closed down by an arson fire around 11:00 a.m. on April 15, 1999. Northbound *Cascades* train No.750 was the next-to-last train to cross the span before the blaze, and was rolling through University Place in South Tacoma not long after passing over the trestle (**above**). A helicopter borrowed from Weyerhauser dumped water on the blaze (**left**). Damage was estimated at $250,000, and the span reopened the next evening. Amtrak provided substitute bus service during the closure.

George Fletcher

LIRR Diesel Fleet Farewell

The Long Island Sunrise Trail Chapter NRHS said farewell to the Long Island Rail Road's current diesel fleet with an April 17, 1999, excursion covering the western end of the Montauk Branch (Jamaica-Long Island City), the Hillside shop facility and the Port Jefferson Branch. Power was provided by FA2 "power pack" 614, MP15AC 171 and GP38-2 260. Consist included freight and maintenance equipment along with coaches and parlor cars. At 10:35 a.m., the train posed for photos in the yard at Long Island City, New York (**left**). The old equipment is being side-lined as the new equipment arrives. Several of the LIRR's locomotives have found a home on the roster of tenant freight carrier New York & Atlantic; many of the coaches will be found on tourist lines in years to come.

John Leopard

WC President Honored

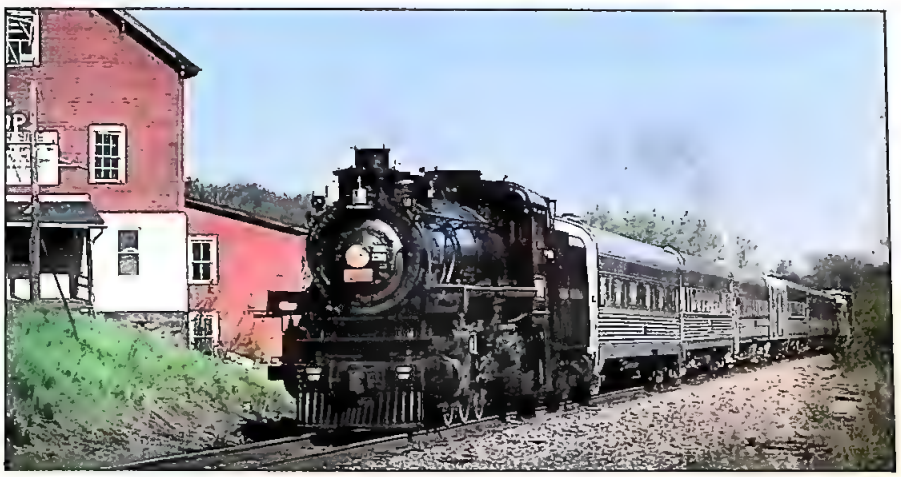
In honor of president Ed Burkhardt being named "Railroader of the Year" by trade magazine *Railway Age*, Wisconsin Central ran a special train from Fond Du Lac to Stevens Point, Wisconsin, on March 18, 1999. At Stevens Point, freshly painted and scrubbed SD45 No.7638 shows off its new Operation Lifesaver scheme, designed by WC engineer George Widener.

Rough Ride for Racks

Six loaded auto rack cars and six locomotives hit the ground when northbound Florida East Coast Train No.222 derailed at Pompano Beach, Florida, at around 9:30 p.m. on April 18, 1999. Several of the auto racks ended up perpendicular to the tracks, and one punched a hole through the wall of an adjacent warehouse, while the end of another jutted out into the parallel Dixie Highway. The lead unit was GP40 No.409; other units (in order) were 426, 418, 445, 407 and 428. The train was carrying extra locomotives in a power balancing move. The engineer and conductor suffered minor injuries, and no one else was injured. All six locomotives will be repaired. The cause of the wreck is under investigation.

Peter Larson

Richard C. Borkowski Jr.



OC, W&LE Joint Trip

Ohio Central and Wheeling & Lake Erie teamed up on May 1, 1999, for a joint excursion between Dennison, Ohio, and Pittsburgh, Pennsylvania, behind both steam and diesel. OC's 4-6-2 No.1293 powered the train from Dennison to Jewett, Ohio, where it was handed off to W&LE SD40 No.4025, freshly painted in the line's new scheme. At left, the special rolls through Scio, Ohio, on OC/WLE joint trackage, with No.4025 in charge. Ohio Central is working on former Grand Trunk Western 4-8-4 6325, and expects the locomotive to be ready for excursions in the fall.

Steve Barry

Private Varnish Through the Lehigh Gorge

Reading & Northern played host to the Buy-Miles private car organization on May 7, 1999, when the group made a Philadelphia to Scranton, Pennsylvania, trip via the R&N's trackage through the Lehigh Gorge. R&N SD45-2 No.3600 and Amtrak P42 No.111 powered the ten-car train as it cut through the mist at Glen Onoko, Pennsylvania (**right**). The train used Conrail trackage from Philadelphia to Reading, the R&N from Reading to Pittston, then finished the trip to Steamtown in Scranton via Canadian Pacific. Over the course of the weekend, the trip continued on to Albany via CPR's former Delaware & Hudson trackage, then used Conrail's River, Lehigh and Trenton Lines to return to Philadelphia. Consist featured the private cars PRR 120, *Ohio River*, *Francis L. Suter*, *Chapel Hill*, *North Star*, *City of Milwaukee*, *Dover Harbor*, *Cimarron River*, *Pine Tree State* and *Caritas*.

Stockton Snapshot

25 Years Ago on the Western Pacific

Article and photography by Steve Schmollinger

WESTERN PACIFIC

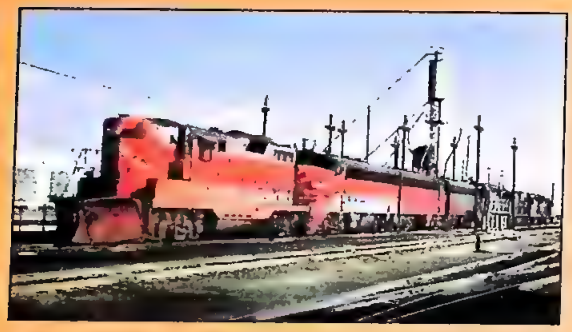
FEATHER RIVER ROUTE

*TWO AGING WESTERN PACIFIC F7As pull the Sacramento Northern Detour into the siding at Charter Way in Stockton in May 1973 (**above**). Charter Way siding is next to the main line near the east end of Stockton yard. After pulling his train into the siding, the engineer will cut off his power, run around the train and, with permission from the dispatcher in Sacramento, head toward the Santa Fe. Once he receives authority from Santa Fe's operator in Stockton Tower, the SN Detour will switch onto the ATSF for the run west to Pittsburg, California. F7A 921-D was built in January 1950, and was later donated to the Feather River Rail Society by Union Pacific. Burlington Northern train No.138, which originated at Stockton, climbs through James, California, in the afternoon (**opposite**). The train is on the lower leg of the horseshoe the State of California built as part of the line relocation for the Oroville Dam. WP first started using the new line on October 22, 1962. U30B 3052 was one of two the WP purchased with the U28B carbody. Twin sister 3051 was donated by Union Pacific to the Feather River Rail Society in Portola, California.*

LOOK AROUND STOCKTON, California, today and you'll see Union Pacific equipment that is as modern and efficient as any on the Armour yellow system. Big, sleek and "bat-winged" C-C's pull long strings of cabooseless double-stack, piggyback, vehicle, unit grain, and merchandise trains. So omnipresent is the UP that a newcomer to the area might assume it had always been there, and that the current regime might remain for years to come. But it wasn't that long ago that much of UP's Stockton trackage was owned by a railroad with a much different character — Western Pacific, the "Feather River Route." And now the wheels of change are rolling again in

***WP POWER IN THREE DIFFERENT PAINT SCHEMES** congregates at the west end of the Stockton Shops in August 1972. From left to right, the locomotives include a GE U30B and EMD GP40-2, F7A, and high-hood GP20. Built in 1970, it's likely that UP will eventually eliminate the shops as it consolidates its northern California operations at Roseville.*

***A TRIO OF U30Bs** gather at the sanding tower in Stockton in May 1973. The WP opted for Blomberg trucks on these locomotives instead of the standard GE trucks. Like SP, WP employed gyralights on many of its hood units.*



***THE POWER OFF A FREIGHT** from Oroville rests at the Stockton locomotive facility in May 1973 (**left**). The large plow on the GP7 is for clearing snow, mostly on the High Line above Keddie, California.*

***AN ALCO SWITCHER FROM THE SANTA FE** brings a transfer job with autos from southern California from the ATSF yard in May 1973 (below). ATSF and WP ran several transfer jobs a day to keep the traffic flowing in their alliance to compete with SP in the north-south market.*

U23B 2257 BRINGS AN EASTBOUND FREIGHT *over the crossing with the SP at El Pinal in Stockton. When this picture was taken, 2257 had not been on the property very long, having been delivered in mid-1972. The 2257 was later rebuilt into GECX 2002, a Super 7-B23, by Morrison-Knudsen in March 1989. Like its U30s, WP's smaller U-boats employed Blomberg trucks. UP recently removed this stretch of the old WP west of the ex-Southern Pacific, but left the line east of the crossing so that trains can now use either the ex-SP or ex-WP to reach Sacramento and points beyond.*

UP SD40-2s *join WP power at the Stockton locomotive facility on a sunny May afternoon in 1973 (**left**). Soon after this image is recorded, more color is added to the yard as Burlington Northern train No.137 will arrive from the north with pooled BN and WP power.*

***SACRAMENTO NORTHERN NW2 607** is fresh out of the paint shop as it hauls a transfer job to the WP-ATSF interchange tracks in May 1973 (**right**). That same day, Alco S4 563 idles at the switch engine facility at Stockton yard as another Alco switcher works cuts of cars (**below**). Part of the Valley Ice facilities is visible beyond the yard tracks.*

Stockton, as UP consolidates its latest acquisition, Southern Pacific, into the fold. As a result, this town of over 200,000 in the heart of California's Central Valley is soon likely to change at least as much as it did after Omaha bought WP in 1982. By the time this makes print, UP will have already removed approximately two miles of the former WP main line through downtown Stockton, shifting all its traffic to the parallel double-track ex-SP line, thus eliminating one of its crossings of BNSF's former Santa Fe main as well as many grade crossings. Take a photo of the UP in Stockton today and store it away for a decade — you may not recognize the place when you look at it again.

Of course, Stockton has seen changes before now, both big and small. In the early 1970s, for instance, WP was running trains through Stockton, originating trains from its big yard and maintaining

a sizable stable of motive power at its then-new shops, completed in 1970. On the northeast edge of the engine facility sat the roundhouse, a shadow of what it had been in steam days, but still in use. Separating the facility from the main line to the west was the Valley Ice house, which had been used for icing reefers until more advanced refrigeration arrived. Employees assigned to the engine shop, roundhouse, fueling tracks and yard were proud of their railroad and very friendly, allowing photographs both from ground-level and sometimes the cab, without the photographer enduring a lot of red tape. The atmosphere in the fueling area was busy but casual, and although official policy required visitors to sign a waiver, it was seldom enforced. WP's road fleet consisted strictly of four-axle units — General Electric U23Bs and U30Bs, EMD high-nose GP20s and GP35s and '40s. It also had a sizable stable of aging F7s, GP7s and GP9s which usually worked secondary or low-priority traffic. WP's motive power wore various paint schemes, including the famous orange and silver, solid orange with black lettering and striping and dark green with orange lettering and stripes. While interchange partner ATSF used Alco switchers exclusively,

***BURLINGTON NORTHERN** C636 4362 idles at the Stockton locomotive facilityin May 1972 (**above**). Built in December 1967, the big diesel began life as Spokane, Portland & Seattle 332. Only a new number and small "BN" indicate that the SP&S has been swallowed in a merger. The same is true for BN C425 4264 and sister Alcos idling at the Stockton locomotive facility (**left**). Alco built this 2500-horsepower locomotive as SP&S 326 in June 1966.*

2251
2253

9861

WP used a team of Alco, Baldwin and EMD switchers for yard duties.

Not long after the completion of the shops, WP departed from the status quo and started a power pool with BN which brought into town all types of diesels and paint schemes from the recently merged Northern Pacific, Great Northern, Chicago, Burlington & Quincy, and Spokane, Portland & Seattle railroads. Regular visitors included ex-NP Alco RS11s and EMD SD45s, ex-GN Big Sky Blue SDP45s, ex-CB&Q Chinese Red GP30s and GP35s and ex-SP&S C424s, C425s and C636s. WP, BN and Santa Fe maintained an alliance that allowed them to compete head-to-head with Southern Pacific in the Los Angeles-Pacific Northwest market. ATSF would interchange traffic from southern California to WP at Stockton, and WP would take it up the Inside Gateway via the Feather River Canyon as far as Bieber, California. BN would take it from there to Portland, Seattle or Spokane. Later, Union Pacific also pooled locomotives with WP, which brought GP9s, GP30s and SD24s (both A's and B's), as well as newer SD40s and SD40-2s into Stockton. For nearly a decade, mixed railroad power consists ran in and out of Stockton daily, while various models from several builders shuttled cars around the complex itself.

It was quite a show, and now a great time to remember!

WESTERN PACIFIC
FEATHER RIVER ROUTE

FIVE U23Bs ACCELERATE *east through a sea of foxtails at El Pinal in the afternoon* ***(top)****. In a moment, the power will cross the SP's Valley Line. El Pinal is not far from Stockton's Scottish Rite Temple, site of the now-famous, annual "Winterail" event. A WP hostler moves an ex-Great Northern SDP45, built in 1967 by EMD for service on the* Empire Builder, *and other BN power through the shop tracks at Stockton in August 1972* ***(opposite bottom)****. Cascade green BN GP30 2218 (ex-Chicago, Burlington & Quincy 941) and a WP GP40 head east with the Thornton Local in May 1973* ***(above)****. At Thornton, the EMDs will switch a cannery.*

Guilford's District 4

A guide to railfanning the soon-to-be-reborn Boston & Maine West End

by Ben Martin

Photography: Ben Martin

TWENTY YEARS AGO, rail enthusiasts from all over used to travel to Mechanicville, New York, the Hoosac Tunnel in North Adams, Massachusetts, and the yard in East Deerfield, Massachusetts, to watch a variety of Geeps on a variety of trains. The Boston & Maine was pure New England railroading . . . and chronically bankrupt. In 1978, heavy reorganization began and five years later, Timothy Mellon stepped in.

In 1983, Mellon and his company, Guilford, which had previously purchased the Maine Central, added the B&M to its holdings. Six months later, the Delaware & Hudson was added, completing Guilford's empire. At first, there was more hope for the future of the B&M than there had been in years. But a variety of complications ensued after management made severe cutbacks in order to turn the system's financial performance around. The result was union unrest and a vicious strike in 1986. The animosity continued as Guilford attempted to circumvent the unions by leasing its lines to B&M subsidiary Springfield Terminal, which had much more flexible work rules. Traffic declined and problems persisted. By 1988, Guilford tossed the D&H and was ready to settle on New England traffic alone. By then, traffic on the West End of the Boston & Maine was greatly diminished, and attention from rail enthusiasts began to wither.

In 1990 Guilford delivered another blow to the B&M with the decision restore the Worcester, Massachusetts, interchange with Conrail. Two pair of trains of Guilford interchange would now ply Conrail's Boston Line instead of the West End, and the Boston & Maine's western 100-mile stretch became very lonely. Guilford finally seemed satisfied with the cuts — the entire West End operation now amounted to five crews, three signal maintainers, two track maintainers and a 25 mile-per-hour railroad hosting two locals and two road freights.

But, with the impending Conrail split-up and a new affiliation with Norfolk Southern, some glimmers of hope have begun to shine for the Boston & Maine's West End, which is known now as Springfield Terminal's District 4, stretching from Erving, Massachusetts, to Rotterdam Junction, New York. Heavvy rehabilitation began on the right-of-way in 1996, including foundation, new drainage, ballast, ties and, most recently, welded rail. In the fall of 1997, Guilford contracted Bridge & Building Corp. to begin the Hoosac Tunnel Clearance Project. In 1998, Guilford and Norfolk Southern launched a clearance project for intermodal traffic between Mechanicville and Ayer, Massachusetts.

Upon completion of the Conrail/CSX/NS merger, Guilford will be well prepared for a heavy increase in traffic. There are countless numbers of possibilities for new trains, and already plenty of rumors about what will occur — potential returns of monster-manifest trains SENE/NESE and SELA/LASE (see symbol details in sidebar on **page 43**), return of the Ford auto rack trains (currently ML-438/ML-439 on Conrail), creation of a Chrysler train to the Willows auto facility in Ayer and new TOFC and/or domestic stack trains. The plans will eventually fall into place, and traffic is expected to be plentiful. Meanwhile, this article will prepare you for productive railfanning on the West End with details on existing traffic, track configuration, and directions to some of the line's best photo locations.

Rotterdam Junction

The Boston & Maine ends at CP-RJ on the Selkirk Branch of Conrail. Rotterdam Junction has a small yard and two mains known as One Runner and Two Runner. The "Runner" tracks are for coal trains either being dropped or received by Conrail (see details below). The yard is located next to Route 5 south, west of I-890. Activity will only include the parked coal trains with Conrail power, Guilford local RJ-1 and Conrail local WASS-13 (*West Albany-South Schenectady*). The Conrail local drops tank cars for Schenectady Chemicals, Guilford's largest New York customer. Schenectady Chemicals is located across Route 5 south from the yard.

Scotia

Scotia, New York, is located alongside the Rotterdam Branch and can be accessed by crossing the Mohawk River at Rotterdam and taking a right on Route 5. Three miles further, you will reach the Scotia Navy Depot/Industrial Park. This park is where Monday-through-Saturday local RJ-1 is based, on call at 7:00 a.m. This local will normally utilize one GP35 or GP40. Also located in the industrial park is Electro-Motive Design's Super Steel plant, where new Long Island Rail Road passenger locomotives, UP SD90MAC's and BNSF SD70MAC's are being assembled. Local RJ-1 services Super Steel, Sealed Air Products (plastic pellets), Adirondack Beverage and Georgia Pacific (wood products), all in the industrial park. The unit for RJ-1 is usually at Mohawk Yard in Glenville and is routinely changed, as no fueling in done in New York.

Glenville

Glenville is the location of the Guilford/Canadian Pacific interchange point at Mohawk Yard. Mohawk Yard is accessible from Maple Avenue, which is the first right when you are coming north from Schenectady, on Erie Boulevard. Guilford's West End crew office is at Mohawk Yard, as train No.268 (D&H to Portland, Maine) originates in the yard from the four Riverside tracks, and is on duty at noon daily.

Traffic for Guilford's 268 is received from D&H Train No.268. The manifest includes wood/paper product, cement, clay, slurry, corn sweetener, salt, grain and a large variety of

Revival

SPLENDID SCENERY AND EXOTIC MOTIVE POWER can still be found on the B&M's West End. At Fisherman's Lane in Shagticoke, New York, an SD39 leads an empty coal train on August 3, 1998.

"hazmats" (cars containing hazardous materials). This manifest averages 50-60 loads daily.

Coal trains are destined for two locations, one being Bow, New Hampshire, where "bath-tub" hoppers stenciled Conrail (NYC) or PHNX are moved in 101-car blocks. Coal trains also go to Northeast Utilities at Mount Tom near Northampton, Massachusetts. These trains include both Conrail and NS sets of 85 cars. All coal trains utilize run-through Conrail power, with NS/CP power on half the Mount Tom trains.

B&M/D&H Joint Trackage: Crescent to Mechanicville

Crescent is located on Waite Road in the town of Clifton Park, and connects Route 146 to Route 146A. The railroad location for Crescent is CPF-477 and is governed by the D&H dispatcher. There are two interlockings at Crescent, one being the beginning of the Rotterdam Branch, and the second being the west end of a two-mile controlled siding which ends at CPF-475, Elnora. A team track is located at Crescent for the D&H to drop cars for the BattenKill Railroad, which RJ-1 then delivers to the interchange at Eagle Bridge, New York.

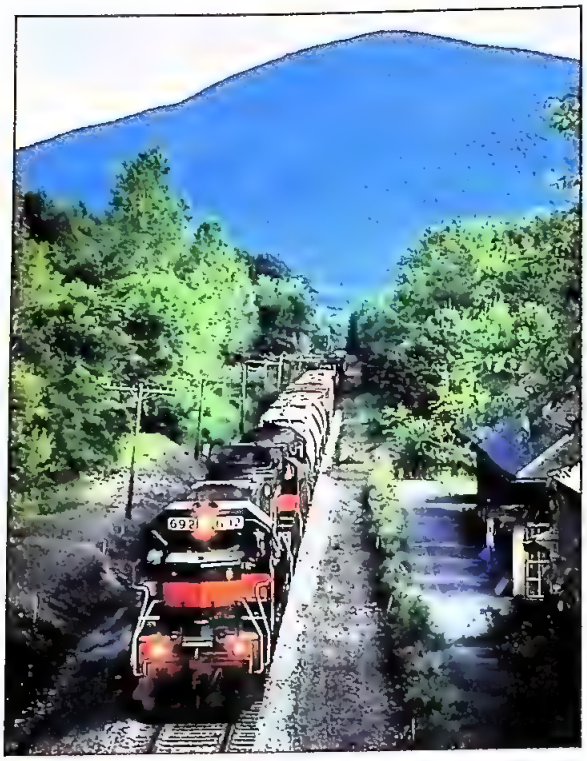
The halfway point is in Halfmoon, New York. At milepost 472, the D&H has a talking hot box detector which will report on channel 161.100. In Mechanicville, there is just a single track thru the old yard. Up until May 31, 1998, there were still some old structures on the B&M side, including the car shops and hump tower on a 25-acre parcel now owned by the city of Mechanicville. But on May 31st, a tornado cut through the town, hitting most of the structures in the yard; only XO Tower and the old B&M engine house remain. The interlocking at Mechanicville is dispatched by Springfield Terminal District 4, and is known as CPF-467, formerly "XO." (Guilford closed the yard in 1991. What was once the second largest railroad yard in northeast New York was erased from the map as part of cost-cutting measures to allow the railroad to remain profitable on the West End. Construction of a small interchange yard in Mechanicville has been contemplated to handle increased post-Conrail merger traffic.)

Noonan's to Scoke

On the north side of Mechanicville, the first double-iron begins on the actual B&M at CPF-466, Noonan's. The city did maintain a foot bridge over the tracks at the interlocking, but it was removed on May 27, 1998, as part of the clearance project. The tracks extend upgrade over U.S. Routes 4 and 32 and the Hudson River on a massive steel bridge in the town of Stillwater. There is a pull-off on Route 4 North allowing you to park by the bridge, a stop well worth making.

The double-iron ends on the other side of the river at Hemstreet Park, CPF-464. There are dragging equipment detectors on both tracks (readout is broadcast on 161.160). Route 67 is generally the route to follow the tracks to the town of Schagticoke, known as "Scoke." When you cross the tracks at Hemstreet Park, the second right-hand turn will take you alongside the tracks where you will cross, go underneath, and cross over the tracks again. The railroad locations at this secluded area are known as Reynolds (MP-463) and Snyders (MP-461).

At Scoke, use joint Routes 67 and 40. As you enter town, you can visit Fisherman's Lane on the right, where an ABS target is visible across a trestle that provides beautiful westbound shots. In town is Hoosick Valley Brothers, which receives periodic service for grain and fertilizer deliveries. This customer is worked by Scotia-based switcher, RJ-1.



***WITH THE BERKSHIRE MOUNTAINS** as a backdrop, SD39 No.692 leads train PODH (a Portland, Maine, to, D&H-Mohawk Yard run now known as No.269), west through Williamstown, Massachusetts, in July 1998 (**right**). Afternoon eastbounds are shootable at Hemstreet Park, New York, across the Hudson from Mechanicville. Train 268, with SD26 No.643 on the point, approaches the Route 67 grade crossing on October 5, 1998 (**below**). Several photogenic trestles exist on the B&M's West End, including this one in Zoar, Massachusetts, near the east portal of Hoosac Tunnel. On September 19, 1998, Train No.269 rolls west (**opposite**).*

Valley Falls to North Pownal, Vermont

The tracks parallel N.Y. Route 67 from Valley Falls to Eagle Bridge. At Johnsonville, the shell of an old interlocking tower marks the former branch to Troy, long since abandoned. At Eagle Bridge, double track begins again at CPF-448 and extends to Hoosick Junction, CPF-445. Eagle Bridge is the interchange point between the BattenKill Railroad and Springfield Terminal. The BattenKill is switched by RJ-1 usually twice a week (Wednesday and Friday) in the afternoon hours, which can provide several decent westbound shots on the return trip to Scotia. When RJ-1 heads east, the locomotive is long-hood forward.

Hoosick Junction at CPF-445 may feature interchange action as early as next summer, as Guilford has proposed that upon Vermont Railway's re-opening of the junction, VTR interchange would be shifted from Bellows Falls, Vermont, to Hoosick Junction. Photo opportunities will be limited at the actual junction, however, as there is no public access.

Hoosick Falls features a dragging equipment/hotbox/high car detector at mileage 440.19. This detector was placed in service in March 1999. Hoosick Falls provides numerous side streets with different industrial and residential backgrounds. Springfield Terminal's West End track department is also located in Hoosick Falls, at the old freight office to the west of Route 22. The track department utilizes a stub track in Buskirk, New York, and the remains of the "Hoosick Middle" in Petersburgh.

Route 22 is the [illegible] road to get Pownal, New York; at Pownal, look for Route 346 to get trackside going into Vermont. Guilford's West End cuts through the southwest corner of Vermont and is paralleled by Route 346.

During the spring of 1999, Guilford performed an evaluation on the feasibility of constructing a new controlled siding extending from the abandoned cannery at North Powell eastward to Race Track West. This would create a two-mile long siding with control points CPF-434 and CPF-432.

Williamstown to North Adams, Massachusetts

Route 346 will empty into Route 7 to Massachusetts, which starts in Williamstown. Williamstown is located at CPF-428. Although no interlocking exists, this point is where GTI's radio towers change from Mount Anthony to Mount Greylock. Steinerfilm is an on-line customer in Williamstown. It is handled by RJ-1 or ED-3, and has capacity for only one car at a time. After entering the state, one should note Sand Spring Road on the left to locate a closer route paralleling the tracks into North Adams. However, continuing straight on Route 7 will bring you to an overpass with a nice view. En route to North Adams, take note of the old train station in Blackinton, the Appalachian Trail foot bridge, and the museum which rests in the heart of North Adams. This museum focuses on the construction of the Hoosac Tunnel, and the role the railroad has played for industry in western Massachusetts. The second dragging equipment detector is located in North Adams; the readout includes the old Boston mileage. Only eastbound trains trip the detector. North Adams has a two-mile controlled siding which begins by the freight house at mileage 423, designated CPF-423, and ends near the West Portal of the Hoosac Tunnel at CPF-421.

The Adams Branch

Also at North Adams is the switch for the Adams Industrial Track, a five-mile spur down into the heart of Adams. Guilford rebuilt the entire line in 1997, just three years after filing for its abandonment, thanks to increased business. The branch diverges off of the Freight Main from Track 1; this point is accessible from the American Legion parking lot. Also at this point is a small, three-track yard along the Freight Main. East Deerfield local ED-3 will usually venture out to North Adams on Wednesdays to service the branch, going on duty between 7:00 and 11:00 a.m.

Three customers are located on the branch — a James River paper mill, the Holland Company (concrete) and Specialty Minerals, a division of Pfizer.

Specialty Minerals is the largest, of the three with a new, three-track yard on their grounds. All three customers have their own trackmobiles and switch their own facilities during the week; Guilford's only chore is to drop off new cuts of cars and pick up the old ones. The branch is accessed by Route 8 south. Side streets off of Route 8 will bring you to the tracks.

Hoosac Tunnel

The clearance improvement project on the famous, 4.75-mile Hoosac Tunnel has recently been completed, and the track work includes a five-mile stretch of new ties thru the bore. The tunnel stands at the ready for the increase of NS-generated traffic.

The East Portal gives the best perspective of Hoosac Tunnel and is accessible from the road. However, photographers should note that lighting is tricky here, as you are tucked in tight to the mountain. The nature of the rugged terrain is exemplified by the nearby trestle overlooking the Deerfield River with an 86-foot drop. The East Portal marks the beginning of some excellent scenery on the Mohawk Trail.

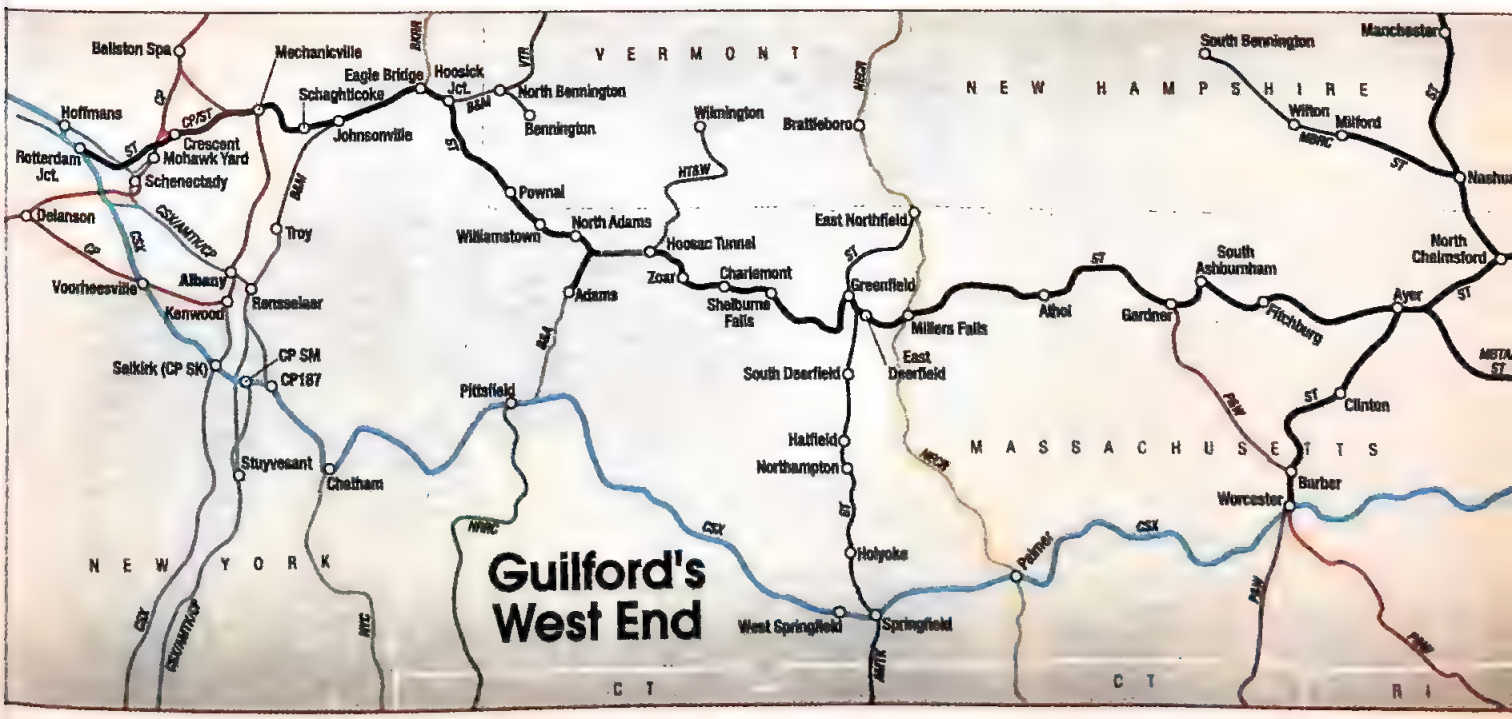
The best route to get to the East Portal is a left-hand turn before Charlemont labeled "Rowe-Monroe 2 Miles." This road provides excellent trackside scenery as the road and tracks parallel the Deerfield River. Interlocking points are CPF-415 (roughly an eighth of a mile from the East Portal) and CPF-414 (Soapstone). CPF-415 marks the former yard and interchange point with the Hoosac Tunnel & Wilmington. This short line, nicknamed the "Hoot, Toot & Whistle," used 44-Tonners to haul freight into the late '60s, mostly construction materials for the Yankee Atomic Energy Company. The HT&W went officially defunct in the early '70s; now only the history and a few remnants of the right-of-way remain.

From Charlemont, utilize Route 2 to Shelburne Falls. Shelburne Falls is on the right as you head east and is "double iron," with Track 1, now known as the "Dead Track," beginning at CPF-398. The "Dead Track" was rebuilt last fall in a project which re-instated a four-mile controlled siding extending to the new interlocking at CPF-402. This brought the retirement of CPF-406, known as Rice's (though CPF-406 was a signal location, the actual interlocking was removed years ago).

Shelburne Falls was once the junction point of the B&M main with a New Haven line, gone since the 1950's. The actual junction was at Bardwell's Ferry (milepost 393), and the New Haven utilized the B&M to reach the Union Station in Shelburne Falls. Shelburne Falls is also home to a famous historical marker, the Bridge of Flowers, which was once a trolley bridge.

Following Route 2 east will bring you to Greenfield (follow the rotary 180 degrees). Greenfield has a unique, small-town atmosphere, and has successfully retaining its downtown shopping district — and kept the larger, "big box" retailers out. It's a perfect place for the family to enjoy themselves while you and your camera are in high gear at East Deerfield.

Greenfield still generates some



THE CONN RIVER LINE provides several scenic backdrops, including this view from Plain Road in North Hatfield, Massachusetts. EDPL is Plainville, Connecticut-bound on July 12, 1998. (above). The classic East Deerfield Yard view from the "Railfan Bridge": EDPL exits the yard behind GP40 No.353 on July 19, 1998 (below).

business for the railroad on the Freight Main. At milepost 387 is the turnout for the Rugg Lumber Company, which periodically receives boxcars. At the east end of Greenfield is Kramer's scrap yard, which is switched almost daily and is a volume customer. Kramer's fills empty gondolas with scrap iron for export. Kramer's is located at milepost 384 and has a turnout off the Greenfield Running Track.

When entering Greenfield, you are on Alternate Route 2. Follow it about 1.5 miles from the rotary and there will be a Sunoco gas station on the right. The next right is Mile Street. One of the best locations in Greenfield for watching trains is the bottom of the hill at Mile Street, where one can view the Freight Main, which is good for afternoon westbounds, along with the connection with the Connecticut River Line. Southbounds can be seen coming out of the Greenfield Tunnel on the Connecticut River Line in mid-afternoon on its Tuesday-Thursday-Saturday operating days. This location is where the Greenfield station once stood.

Three miles of "double iron" are slated to be re-installed in Greenfield, with a new interlocking at "Wisdom Way," CPF-388, which will connect with the current CPF-385.

From here, it's off to the famous East Deerfield Yard. To reach East Deerfield, the most direct route is to go through downtown Greenfield east on Route 2A, take a right on Route 5 south (it's the biggest intersection in town) and follow it almost a mile and a half until you go over a road bridge that parallels a large railroad span. Take an immediate left after the bridge, and then your first left a mile up the road, and you're there.

East Deerfield railfanning is basically restricted to the bridge, but it offers excellent views in both directions. The Norfolk Southern clearance project was complete in November 1998, raising the bridge by several feet. Though it's lost some of its following with the traffic declines of the '90s, after the Conrail merger the bridge should regain its place as a railfan "hot spot," as East Deerfield is expected to be hosting intermodal, coal, manifest and auto racks. Connecticut River Line traffic also rolls through here.

East Deerfield to Erving

Leaving East Deerfield to head east, there is a long, six-mile stretch of back roads that stay relatively close to the tracks. In this six-mile stretch, there is one main point of interest, and that is CPF-381, Montague. This is where the New England Central crosses the Boston & Maine, although there is no interlocking here. To access this location from Route 2, utilize Route 63 south from the town of Montague.

Route 2 is the road to take to follow the tracks between Millers Falls and Erving. Erving is the eastern end point of the West End, GTI's Springfield Terminal District 4.

There is a dragging equipment/hot box detector at Wendell, at MP-369, one mile east of Erving. The Erving detector is one of only three on the entire system that have readouts that broadcast the phrase "Guilford Rail System." The others are Hoosick and Exeter, New Hampshire. The previous detector at Lake Pleasant (mileage 375, approximately) was retired in June 1998.

Connecticut River Line: East Northfield to Holyoke

While the Freight Main offers much exciting scenery, some segments of the Connecticut River Line also offer the photographer an industrial atmosphere, making the West End a well-rounded area with something for everyone. The following information relates to Conn River Line trains EDWJ, ED-5 and HO-1.

The Boston & Maine still serves two regular customers on the Conn River Line north of East Deerfield, both located in Bernardston, Massachusetts (accessed by Route 5 and Route 10 north). The first is Mohawk Plastics at

Guilford Radio Frequencies

161.160, 161.400 and 160.520

milepost S43.1, which receives three or four loads of plastic pellets on almost every northbound EDWJ. The second customer is Agway at MP S45.5. Agway receives loads of grain. The bulk of this traffic is seasonal, but Agway does receive cars year-round.

Heading south out of East Deerfield, trains utilize "The Deerfield Loop." The Loop is a steeply-graded, one-mile long line that accesses the Conn River Line and offers an S-curve and a rock cut. The railroad has one siding on the Deerfield Loop for mineral processing firm Warner Brothers. This siding is also used by Guilford for receiving ballast, but is not utilized often.

Route 5 will stay relatively close to the railroad from East Deerfield to Holyoke and, given the highway traffic in the Holyoke area, this is probably the furthest one could reasonably chase a southbound EDPL. Take note of Hillside Road just to the north of South Deerfield; visible from Route 5 are two preserved Boston & Maine cabooses. Purchased before Guilford, the B&M heralds are still intact.

The first industrial business to the south is based in South Deerfield. Huntsman Chemical (formerly known as Deerfield Plastics) receives loads of plastic pellets in several different grades. There is a team track in South Deerfield that is dispatched as the "Broadway Track." Barkman Steel, adjacent to Huntsman Chemical, is also serviced heavily by the railroad. Barkman Steel is the consignee for the coil cars often seen on local ED-5.

Both of these industries are accessed by the railroad off the northbound yard track. The switch is located next to the Elm Street crossing, which can be reached from Route 5. This is a nice location to watch ED-5 in action. Also in South Deerfield, Habitat Home Building & Lumber will receive periodic service.

Heading south, you will next reach the town of Whatley. There is talk of adding steam heating to the Yankee Candle Company. The B&M does have a switch at MP S25.9 for the firm, so if the proposal is followed through, the railroad will regularly supply liquid wax.

Continuing south on Route 5, you will arrive in North Hatfield. The B&M's one remaining customer here is C&S Warehouse, which is a major food distributor and utilizes the railroad extensively. The switch is located at MP S22.8 and can be accessed off of Route 5 on Plain Road. On the north side of town, Depot Road (off of Route 5) has a splendid view of southbounds, and is the home of Polmeroy Lumber, whose building resembles a freight house. A switch is still intact for the business, but they haven't received cars in a couple years.

A couple of miles south into the town of Hatfield, where Agriturf Fertilizer receives loads year-round, though its traffic is generally higher in the spring. The switch is at MP S20.9.

Interlocking points are in Northampton at CPR-18 and CPR-16. This running track is generally used for spotting empty coal cars from the Mount Tom plant. About one-half mile to the north of Mount Tom is a turnout for Tenneco Packaging, which receives rolls of cardboard.

Holyoke Water & Power, a division of Northeast Utilities, is the largest of the customers on the Conn River Line, receiving loaded coal trains year-'round. Service is slim in January and February and heavier in October-November and April-May as the utility makes stockpiles.

Upon arrival in Holyoke, locate the railroad yard, as it has a unique layout, resting on an S-curve. Primary customers in Holyoke are Laminated Paper and Sullivan's Scrap, which take up much of local HO-1's time. A couple of days a week, the local will interchange with the Pioneer Valley Railroad at Riverside.

Complementing the Scenery

Several railroad routes are glorified by enthusiasts for unique territory. When I started heavily monitoring the Boston & Maine, the main draw was the unique horsepower; an appreciation of the territory came later. Guilford rosters ten six-axle locomotives that are unofficially assigned and kept on the West End. The sixty-plus GP40s on the roster share space with such rare and interesting power as the SD26s, SD45s and SD39s.

Railfanning on Guilford allows you to capture yesterday's excitement on today's railroad. It may be a 41-year-old GP9 on a local, three GP35s on a road freight, or a quartet of six-axle rarities with sanders blasting when approaching the Hoosac Tunnel, but the show on the West End is always interesting. And once the expected traffic increase occurs, there'll be even more reason to get out and enjoy!

Special thanks to Bill Markowski, Aric Peery and George Gravel.

In memorium: Eddie Bochette

Eddie Bochette was an engineer on the Boston & Maine from 1972 until 1996, and was inspirational to several people. Operating road freights from Mechanicville to Fitchburg, he loved his job. Eddie, who was known as "Buckets," died unexpectedly at his retirement home in Conneticut in June 1998, just one year and nine months after retiring. Rest in peace, "Buckets," we miss you.

East Deerfield Traffic & Train Descriptions

ED-1: 7:00 a.m. Tuesday through Saturday. Hump switcher. Though its working limits do go beyond the yard, there is usually enough to keep this local busy in the yard. The hump is located at the east end of the yard, and the switcher rarely reaches public view.

ED-3: 7:00 a.m. Sunday and Monday, 11:00 a.m. Tuesday through Thursday. Fills in as hump switcher on Sunday and Monday. On Tuesdays and Thursdays this local is classified "As Directed" and normally serves as the East Deerfield west end yard switcher. On Wednesdays, it makes the run out to North Adams to service the Adams Branch.

ED-5: 9:00 a.m. Monday through Friday. Formerly known as EDHO/HOED, this local interchanges with HO-1 at Holyoke on the Conn River Line. Performs on-line switching for customers between East Deerfield and Mt. Tom.

EDWJ: 11:00 a.m. Monday-Wednesday-Friday (East Deerfield to White River Junction, Vermont); **WJED:** 7:00 a.m. Tuesday-Thursday-Saturday (White River Junction to East Deerfield). Interchange train with New England Central, Vermont Rail System, Claremont & Concord. On-line customer switching between White River Junction and Bellows Falls, and between East Northfield and East Deerfield.

EDPL: 1:00 p.m. Sunday-Tuesday-Thursday (East Deerfield to Plainville, CT); **PLED:** 9:00 a.m. Monday-Wednesday-Friday (Plainville to East Deerfield). Through freight, works in Springfield. Always has one of the MEC GP40s in the 350-353 series, which are cab-signaled for running on Amtrak in Connecticut.

EDLA: 11:00 p.m. daily (East Deerfield to Lawrence, Massachusetts); **LAED:** 11:00 p.m. daily (Lawrence to East Deerfield). Transfer freight, works East Deerfield, Fitchburg, Ayer and Lawrence. Normally operates with five or six GP40s for the purpose of swapping out locomotives at these yard locations.

268: 11:00 p.m. daily (Mohawk Yard to Ayer, Massachusetts); **269:** 7:00 p.m. daily (Ayer to Mohawk Yard). Through freight, works East Deerfield, locomotives serviced at East Deerfield. Due to recent track work, Guilford is now capable of operating through freight from Ayer to Mohawk in six hours (without delays). Current crew change point for these trains is Ayer. Only intermodal is brought to Ayer on 268; manifest freight is cut off at East Deerfield and brought through on EDLA.

Most current schedules are expected to remain more or less the same after the Conrail merger. Additional trains will likely be added.

Hooray for Dollywood®

LOGIC MIGHT TELL YOU to go to Alaska if you want to see the White Pass & Yukon 2-8-2 steam locomotive known as *Klondike Katie.* But logic would be misdirecting you. Instead, you should head for, of all places, the Dollywood theme park, nestled at the base of the Great Smoky Mountains in Pigeon Forge, Tennessee. Granted, an amusement park is an unlikely place to find such an historic and still operative engine, but it is there nonetheless. In fact, you might even see two former White Pass & Yukon Mikados there.

On a hot, humid day in late August 1996, Steve Chambers, the ride supervisor for the Dollywood Railroad, interrupted his supervision of rail improvements to talk with me about the *Dollywood Express.* Wiping a sweaty brow, he sat down in his office and recounted for me the history of the railroad and its current operations using two old locomotives from the cold north of America's last frontier.

Engine Nos.70 and 192 are both 2-8-2 coal-fired narrow-gauge Mikados built by the Baldwin Locomotive Works in Philadelphia, Pennsylvania, in 1939 and 1943, respectively. No.70 was built for the White Pass & Yukon Route's Pacific & Arctic Railway & Navigation Company, while No.192 was built for the U.S. Army, joinning No.70 on the WP&YR in 1946. About 1960, Frank Coffey and three investors purchased the two locomotives from White Pass & Yukon. They planned to make them the centerpieces of a tourist attraction to be called the Rebel Railroad, which they opened the next year in Pigeon Forge, Tennessee. The engines were sent by boat from Alaska to the West Coast of the lower 48 states. They were then loaded onto flat cars and transported by rail to Knoxville, Tennessee. From there, they traveled by truck to Rebel Railroad.

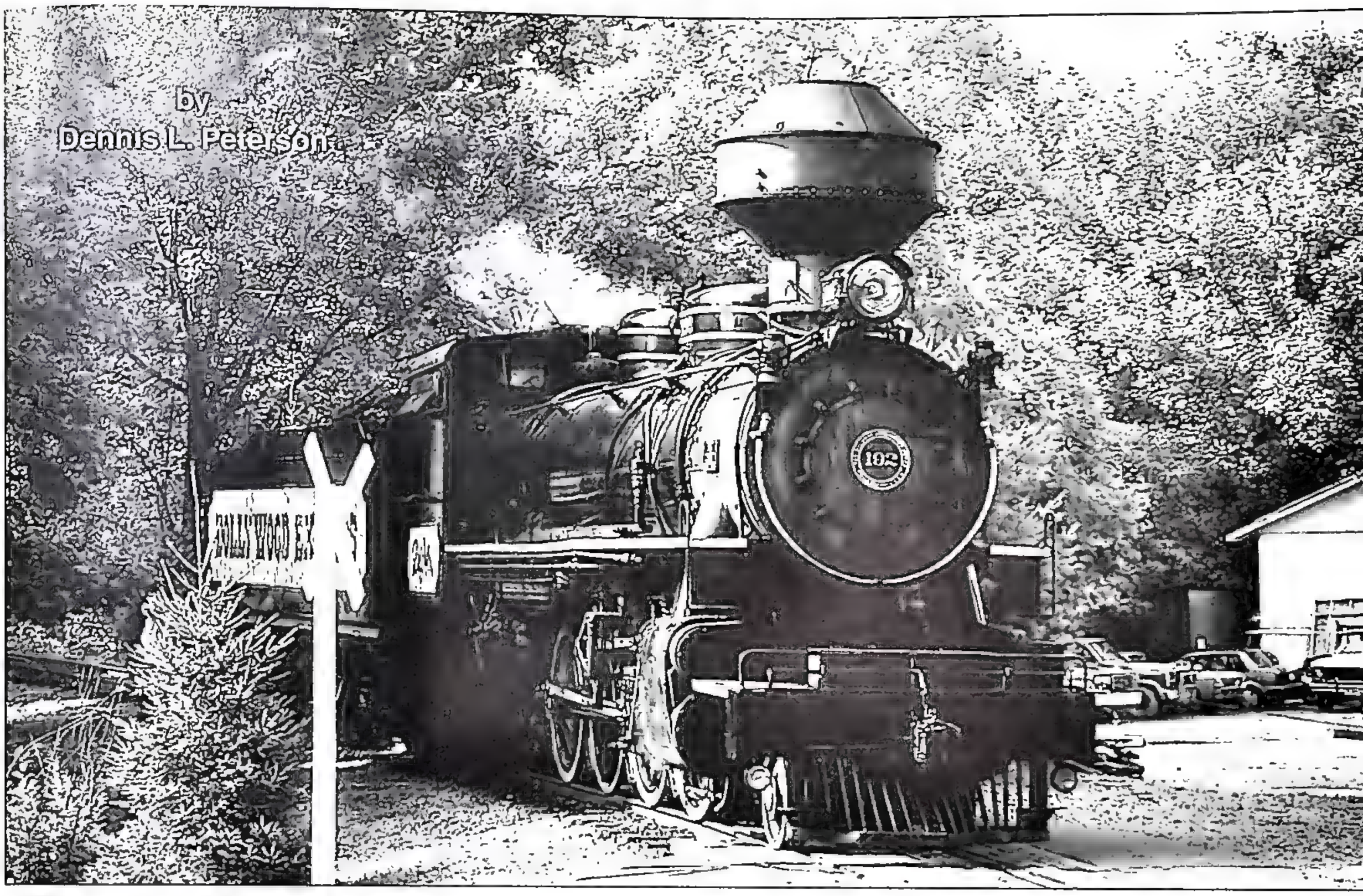
The entire program of the Rebel Railroad was the train ride. The developers didn't advertise the source of the locomotives; they allowed uninformed tourists to assume that the engines had somehow been connected with the War Between the States. Railfans and historians knew better.

In 1968, the business changed hands, purchased by the Cleveland Browns football team. The new owners added a saloon, a restaurant and several small souvenir shops to transform the setting into a town of the "wild West," and the name was changed to Goldrush Junction. Although the trains were as out of place in a Western setting as they had been in a Civil War setting, few people noticed. In 1976, the business again changed hands, a few more cosmetic changes were made to the attraction, and the name was again changed, this time to Silver Dollar City.

Despite the numerous changes, however, the attraction was still only one of many small, mediocre tourist stops in the growing area of Pigeon Forge. That is until 1986, when country singer and actress Dolly Parton purchased it. She transformed its image and emphasis and renamed it Dollywood. Today, the myriad smaller attractions and related businesses in the bustling Pigeon Forge area seem to thrive or suffer in direct proportion to the level of activity at Dollywood. Although the train ride is no longer the central attraction, having to compete with an antique carousel, numerous thrill rides, renowned country musicians and craft exhibits for the attention of patrons, it is still awe-inspiring for young and old alike.

The *Dollywood Express* makes an average of twelve trips a day (up to 16 trips on a busy day, as low as six trips on very slow days). On each trip, the

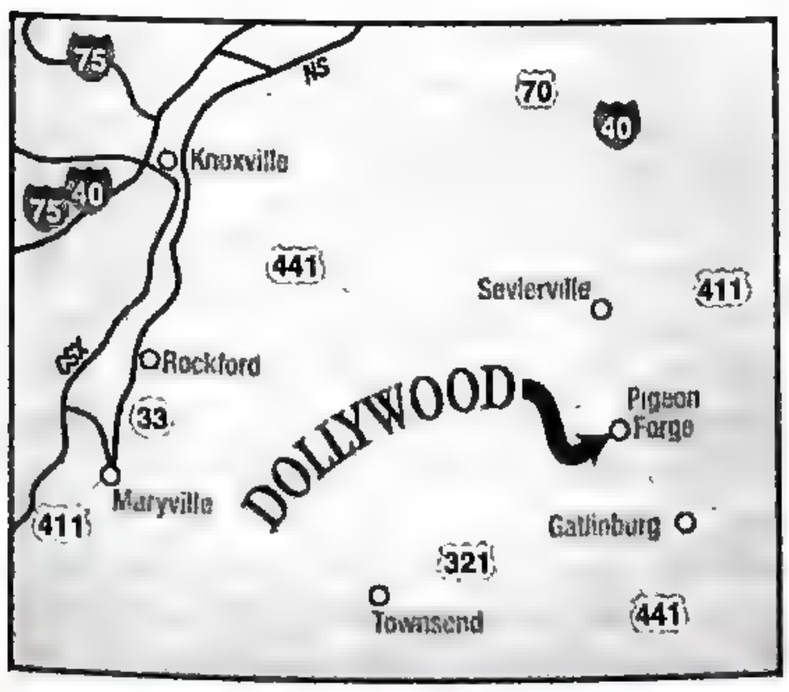
Photography: Reggie McGee



***FORMER WHITE PASS & YUKON ROUTE 2-8-2 No.192** is the primary motive power for the Dollywood Express. Built in 1943 for the United States Army and based in Skagway, Alaska, the Mikado began life as a meter-gauge locomotive, but was soon converted to 36-inch gauge. It was on the WP&YR roster from 1946 until 1960, when it was sold to the Rebel Railroad in Tennessee. The Rebel Railroad ultimately became Dollywood. Passengers ride around the theme park in open coaches built from East Broad Top hopper cars **(opposite)**.*

staff boards approximately 600 passengers, who fill the bench seats of its seven steel-frame, open-side cars for the three-mile adventure. The trains run on a flexible schedule that is determined by attendance at the park, operating from every 45 minutes on a slow day to every 35 minutes on the park's busier days.

Interestingly, the cars, including the caboose, were originally coal hoppers purchased from East Broad Top. Herbert B. McCowan, Jr., a Missouri design engineer, drew plans by which the hoppers were rebuilt. All of the work — except the large lathe work, which was done by outside contractors — was done in the shop at the park. In a March 6, 1987, letter to Dollywood after he had seen the results of the rebuilding project, McCowan praised the rebuilding project as "a first-class fabrication effort" and an "outstanding performance," citing the workmen's attention to detail "in all facets" of the work.

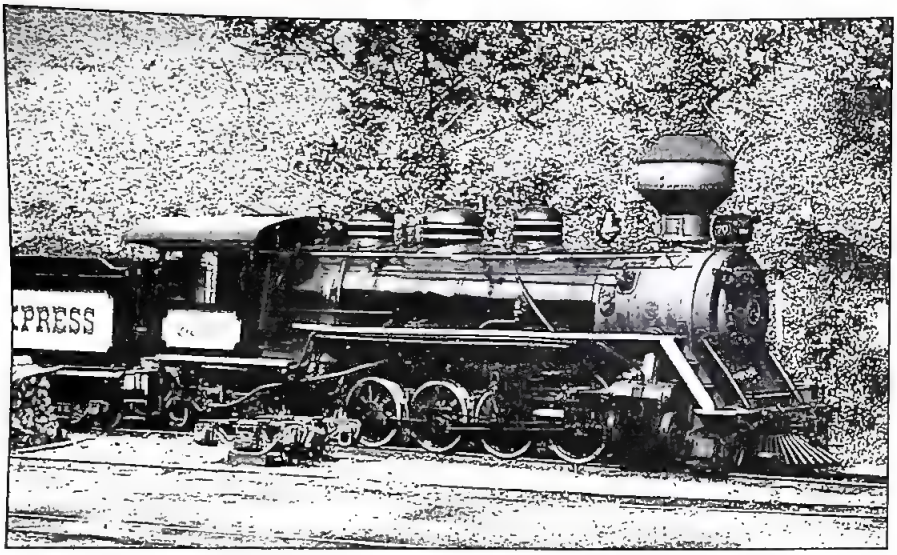


Chambers travels regularly to visit other operating steam railroads, examining how they do business, networking to maintain contacts for obtaining parts and sharing with them the principles that have made the Dollywood railroad operations a long-term success. But he also has a ready supply of parts in two other locomotives that rest behind the shop. Baldwin 2-8-2 No.71, an identical twin to No.70, was built in 1938. It still has a good body and is a convenient source of parts for its twin. No.72, however, is a mere ghost of its former glory; it exists only as wheels and chassis, having been burned before it was purchased in Alaska and then cannibalized at Dollywood for parts.

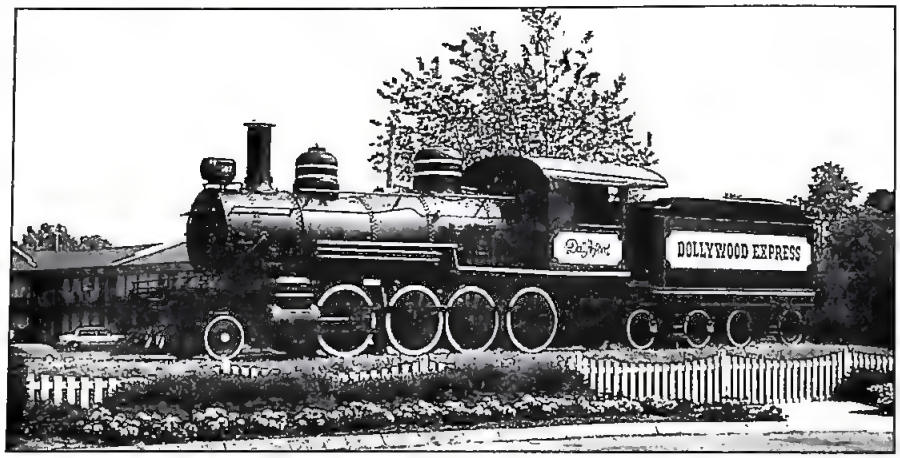
Engine No.192 is licensed to run 185 pounds of superheated steam, but Wade Garrett, engineer, and David "Pokey" Bartee, fireman, ran it to only about 150 pounds on the day I rode with them. Engine No.70 is licensed to run at 225 pounds, but the engineers generally "set the pops" at 210. (The other regular engineer and the major railfan of the Dollywood railroad staff is Scott Ogle. The other regular fireman is Mitchell "Red Dog" Bohanan. Mike Welborn, who usually works in the shop, sometimes substitutes as engineer if one of the regulars is on vacation.)

The trains can achieve maximum speeds of about twelve to 13 miles an hour at Dollywood, much lower than on the main lines in Alaska and British Columbia for which they were designed. Engine No.70, which was also used to push a steam-powered turbine snowplow in Alaska, is capable of running about 45 m.p.h. A retired engineer who used to operate No.192 on the White Pass & Yukon Route once visited Dollywood and told Chambers that at one time he had pushed *Klondike Katie* to 70 per.

Both locomotives are stoked by hand, a labor-intensive but historically accurate method of operation. On an



DOLLYWOOD EXPRESS *2-8-2 No.70 was built in 1938 for the White Pass & Yukon Route (**left**). It remained in Alaska until 1977, when it joined the roster at Goldrush Junction in Tennessee.* Dollywood Express *2-8-0 No.107 has always been a native of the Southeastern United States, built by Baldwin in 1887 for the East Tennessee, Virginia & Georgia Railway as its No.419. The ETV&G became a part of the Southern Railway in 1894 and the locomotive was assigned No.107. It moved on to Sevierville, Tennessee, Dolly Parton's home town, in 1942 when it joined the roster of the Smoky Mountain Railroad. It later joined the roster of the Rebel Railroad and Dollywood, where it now greets visitors at the theme park's entrance (**below**). Also in Pigeon Forge are ex-White Pass & Yukon Route 2-8-2 No.71 (Baldwin 1939) the remains of WP&YR No.72, which has been heavily cannibalized as a parts source to keep No.71 operational.*



average day, either locomotive will consume about two tons of coal and 3500 gallons of water. (The tender capacity is four tons of coal and 5000 gallons of water.)

Stoking the locomotives is not the only labor-intensive activity on the *Dollywood Express*. The scheduled fireman and engineer report to work about three hours before their first passenger run to prepare the locomotive and inspect the track. The fireman cleans the firebox, greases the engine, cleans the cab and shines the brass. The engineer checks the lubrication, tests the brakes, loads the tender and washes it and the locomotive, oils the spring switches along the line and conducts a walking inspection of the entire route. Other railroad employees (including other firemen and engineers who are not scheduled to operate the train that day) work from 6:00 to 11:00 a.m. doing track maintenance and improvement before the train begins its regular passenger service for the day.

Ever alert to improve safety and performance on his trains, Chambers and his employees recently noted a problem of rail expansion and distortion during the hot summer months. Added to the normal heat is the regular pull of the drivers on the rails as the train struggles upgrade and then brakes heavily down grade. During one season, the rail expanded as much as eight inches, threatening to buckle weak areas of track and get the rails out of gauge. After studying the problem carefully, Chambers began to implement three corrective measures. First, his workers installed 1000 gauge rods last season. This was followed by attaching 10,000 rail anchors on both rails against the upper edge of every other tie. These simple devices prevent the downhill movement of the rail; if the rail moves, it will also have to move every one of the ties above which an anchor is attached, an unlikely event. Finally, Chambers is installing expansion joints at crucial points along the line. Combined, these three measures should effectively eliminate any problems caused by rail expansion.

Chambers also faced and successfully overcame another major problem. Cinders and ash residue regularly got in passengers' eyes and on their clothes, sometimes even burning them. This is a normal problem for coal-fired locomotives pulling open-side passenger cars, but for Chambers, ever aware of customer satisfaction, it was unacceptable.

Chambers used his networking contacts to research ways to reduce the problem. He got advice and ideas from a variety of sources, many of whom said it was a hopeless case, but he points to a most unlikely source for his brainstorm — the Walthers model train catalog! There he saw a stack attachment that he thought might work. He scaled the diagram upward to fit his two Baldwins, drew up detailed plans, got the shop personnel to build the device and hoped that it would work. It was a gamble, and many people (even some of those in the shop) said it wouldn't work. But it did.

Chambers' staff built two bulb-like, Ruskin-style stacks (one for No.70 and one for No.192), each bolted together in three separate pieces, and attached them atop the original Baldwin stacks. A specially designed fan spins the exhaust as it goes up the stack, hurling the heavier debris to the sides of the stack, where it then falls into a collection bin. A trapping chamber made of eighth-inch screen mesh and attached in the upper portion of the new stack attachment snares smaller particles before they can escape to the outside.

Now, Chambers says, they have no hot cinders at all and much less ash flying from their stacks and annoying

VISITING DOLLYWOOD

How to get there — Take Exit 407 (Sevierville) off I-40 (approximately 30 minutes east of Knoxville). Follow State Route 66 through Sevierville, where Route 66 becomes U. S. 441, *Dolly Parton Parkway.* In Pigeon Forge, turn left at the eighth traffic light, and follow the signs to Dollywood. The train depot is at the right rear corner of the park, behind the carousel.

Summer park hours — 9:00 a.m. to 9:00 p.m. daily through mid-August, 10:00 a.m. to 6:00 p.m. daily beginning mid-August (except 9:00 a.m. to 9:00 p.m. Saturdays).

How much it costs (as of May 1999) — adults (12 and older) $29.99, senior citizens (60 and older) $24.99, children (4-11) $20.99, children under 3 free (all prices plus tax). Season passes are also available.

For more information — call 423/428-9400.

passengers. At the end of a typical day of operation, he says, they remove from ten to 16 gallons of residue from the access port in the new stack attachment. They have cut the amount of ash and cinders expelled into the air by an average of 68% and by as much as 78% during one particular month. Although rail buffs might notice something odd about the appearance of the stacks, most passengers hardly notice the historical discrepancy and appreciate the absence of black smudges on their clothing and faces. Other improvements that Chambers has made during his tenure as supervisor include adding an automatic track greaser in 1990, changing from 45- and 50-pound rail to 60-pound rail and rebuilding No.192's running gear in June 1996.

The deep cuts and fills seen on the line were made by the developers of the original Rebel Railroad. The route has been changed very little, still consisting of a loop at each end joined by a steep and curving line with the depot at the upper end of the lower loop. Although the manufacturer's specifications for No.70 list its maximum grade as 3.9% (the Dollywood average), it still climbs a grueling stretch of 4.5% grade on every run it makes.

As the train comes out of the upper loop and begins its descent "into town," it stops (weather permitting) for a ten- to 15-minute side show. The theme of the show changes yearly, but it has included train robberies, Indian attacks, hillbilly humor and the Olympics.

If you plan to ride the train, be sure to take your camera. The terrain is rugged and beautiful, especially in the fall. However, if you want pictures of the full train in operation, you must be alert. The best shots can be obtained on the right side on the way up and on the left side on the return trip. You can get shots of the whole train only as it rounds the widest curve at the show site; everywhere else the trees and curves prevent a full view. At the crest of the climb is a one-time shot where you can see the locomotive going down grade while the rest of the train is still climbing. To get this shot, you must be on the engineer's side of the train.

Chambers' personal favorite time to ride the train is during the Christmas season. The train is decked out with Christmas lights from the front of the locomotive to the end of the caboose. After dark, he says, "it's a real pretty sight." But be sure to bundle up; it gets very cold in the mountains, even if you are going only twelve to 13 m.p.h.

Why should a "dyed-in-the-wool" railfan go to a theme park to see these trains? Because at Dollywood it's a "family value deal" in several respects. First, for the railfan, it's a chance to see a relatively large, well-maintained, well-operated, narrow gauge locomotive rather than the tiny 35-ton "toys" that one typically expects to see at such theme parks (if they even have an operating train). Second, not every railfan is married to a spouse who is as committed to the hobby as he. And not every railfan's children share their parent's interest in trains. Everyone in the family, however, can enjoy a visit to Dollywood, even those members who are less than fanatics about trains.

While the railfans of the family appreciate *Klondike Katie,* less interested family members can grasp for the ring on the vintage carousel, risk a soaking on the Raging Rampage and bounce around in the bumper cars. Those who prefer even more sedate activities can spend time and money in the numerous craft shops, watch native craftsmen create their masterpieces, tap their toes with cloggers, or listen as stars perform country music.

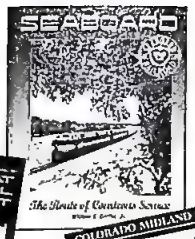
You can also "shop 'til you drop" at the nearby Pigeon Forge outlet stores. There's even a store for the railfan whose enthusiasm extends to the model-size aspects of the hobby — The Christmas Place, a model train store that specializes in G-gauge trains (although they also carry some HO, N, and Lionel stock).

If all of the shopping is too commercial for you, however, and you're still craving more steam rail action, you can always follow U. S. 441 across the Smokies to North Carolina and visit the Great Smoky Mountain Railroad and its ex-U.S. Army 2-8-0 in Dillsboro. But that's another story for another time. ⊂

THE DIAMOND STACK *on* Dollywood Express *2-8-2 No.192 was not put on the locomotive to give it a gaudy back-dated appearance — it actually serves a function* ***(below)****. The typical Dollywood visitor doesn't want to leave the theme park covered in cinders, so a fan in the stack circulates the locomotive's exhaust, depositing cinders and ash into a collection bin where they can be later dumped.*

Carstens BOOK DEPOT

NEW ARRIVALS



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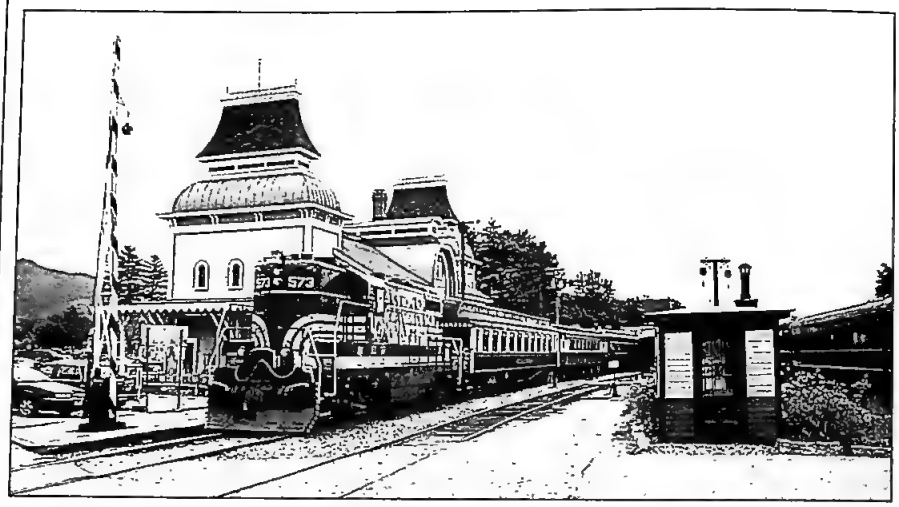
RAILROAD AVENUE ENTERPRISES

ON THE MENU

by JAMES D. PORTERFIELD

New Hampshire Rhapsody, Part 2



FORMER MAINE CENTRAL GP7 573 idles at the head end of the Conway Scenic Railroad's dinner train as it prepares to make its run from the former Boston & Maine depot in North Conway, New Hampshire.

EXIT I-93 AT NORTH WOODSTOCK, New Hampshire. Take N.H. Route 112 — the beautiful Kancamagus Highway through the White Mountains — east 35 miles, then head north five miles on Route 16 to North Conway. Now, prepare yourself for an ocular experience. There, on your left, sitting just across grassy Depot Park, is the truly unique ex-Boston & Maine, originally Portsmouth, Great Falls & Conway Railroad, North Conway Depot, its twin rectangular towers and yellow, white and red paint scheme instantly recognizeable to railfans and model railroaders alike.

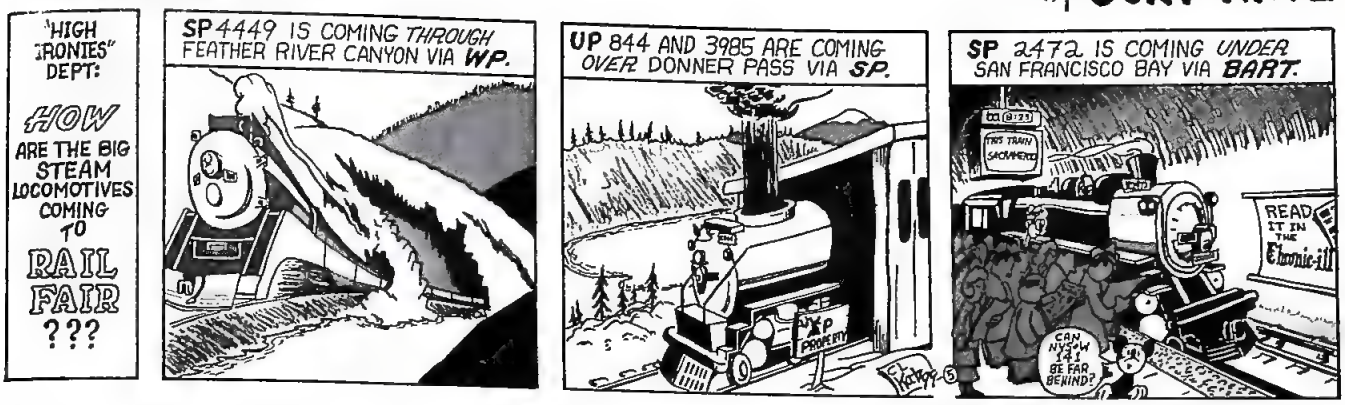
It is from this point that the Conway Scenic Railroad operates a trio of trains offering on-board dining experiences. On varying days of operation that begin in late June and run through mid-October, you can enjoy one of two (or both, as they run sequentially) lunch trains and, later in the day, a dinner train. Lunch trains depart North Conway at 11:30 a.m. on a 21-mile, 1¾-hour round trip to Bartlett, and at 1:30 p.m. for an 11-mile, 55-minute run to Conway. Your menu might consist of Chilled Plum Soup, New England Clam Chowder or Curried Crab and Asparagus Bisque, followed by a choice of Grilled Vegetable Salad, Crispy Salmon Caesar Salad, Lobster Salad on a Croissant or a Grilled Foccaccia Club. For dessert, Homemade Pies a la Carte.

The dinner train runs selected evenings on the North Conway-Bartlett route, departing at 6:00 p.m. Recently, a guest enjoyed Summer Gazpacho for starters, followed by Mixed Salad Greens with Roasted Shallots, Pistachios and Cracked Peppercorn Dressing. For the main course, either Pan Roasted Salmon with a Citrus Balsamic Vinaigrette, Orecchiette Pasta with a Grilled Tomato Basil Sauce, or Grilled Veal Chop with Artichoke Hearts, Sun Dried Tomatoes and Pinenuts. And for dessert, a rich, dense Blueberry Lemon Bread Pudding (yes, they were the small, tart New Hampshire blueberries — yum!) with Fresh Blueberry Compote. It could easily pass for cheesecake. A full bar and wine list are available.

These trains are usually headed by ex-Maine Central/Springfield Terminal GP7 No.573. This locomotive, according to information dug out by the CSRR, was perhaps the most-painted locomotive on MEC's roster, hosting, as it did, a number of one-of-a-kind schemes, as well as D&H livery. "We think this is because it was the last Maine Central locomotive fitted with a serviceable steam generator," says Conway Scenic owner Russell Seybold, "and so it always saw service on inspection specials and passenger extras."

The dining car *Chocorua* is an ex-Delaware, Lackawanna & Western electric power car built by Pullman in 1929 for the DL&W as electric m.u. power coach No.2750, becoming EL/Conrail/NJ Transit No.3750 before being restored and upgraded for food service in 1992. Its companion, the parlor-observation car *Gertrude Emma*, was built by Pullman in 1898 as the sleeper-parlor-observation *Libertas* for the all-new New York-Chicago *Pennsylvania Limited*, was renamed *Marysville* in 1910 and sold to the Bangor & Aroostook for use as the *Aroostook* in 1922. It was restored into a comfortable bar-lounge by the CSRR in 1986. Several 1920s era steel coaches complete the trainset but are not part of the dinner train. One half

PLEASE SEND correspondence concerning On The Menu directly to: Jim Porterfield, 763 Cricklewood Drive, State College, PA 16803.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of the coach coupled up to the *Chocorua* was converted into a preparation kitchen.

The train to Conway travels over the ex-B&M Conway Branch south through farmland to cross Moat Brook and the Saco and Swift Rivers. Bartlett trains follow ex-B&M right-of-way northwest two miles to Intervale, there to connect with ex-MEC Mountain Division track through the beautiful Mount Washington valley surrounded by the White Mountains, over the Swift and Saco Rivers for 8.5 miles to Bartlett. These routes were laid in the mid-1870s.

The architecturally significant point of departure — a "Victorian interpretation of Russian provincial architucture" is how Janet Greenstein Potter describes North Conway Depot in her book, *Great American Railroad Stations* — is just one of several things that makes this dinner train different from others. Most noticeable is the pace of the meal. One might call the service "Conference Style," as all guests get the same appetizer, salad and dessert, but have a choice of entrees. Throughout the evening, two car attendants move briskly between kitchen — where a staff of two or three works on the meals — and seating sections to attend to as many as 47 guests (more can be accommodated on special occasions). "We found the one hour,forty-five-minute schedule is preferred by our riders," says Seybold. "They are here on vacation or to shop. Those who walk up don't want to sit for several hours over a meal. So we limit the number of guests, staff the car properly and put on a show. The dishes are even washed by the time the train returns." Despite this pace, one departs pleasantly refreshed and with much of the evening ahead.

What else is different? "That more than fifty percent of our riders are walk-ups," says Seybold, "especially for the lunch trains." This too reflects the heavy emphasis on tourism and factory-outlet shopping you'll find in this geographically spectacular and diverse region. "Second, while we rely on an outside purveyor, our food is prepped and finished on board," Seybold adds. "We think this makes the service smoother and the atmosphere more authentic." It also enables a departure from the more standard practice of requiring guests to pre-order their meals when they make dinner train reservations. Russ Seybold again, "You can order whatever sounds good to you that day off the menu."

Finally, you can expect the happy sound of children on board. Several families were walk-ups on a recent evening. While an on-board provider for the coming season had not been selected at this writing, plans are to duplicate the service and schedule developed from the dinner train's inception in September 1992. For more information or to make

Two photos: James D. Porterfield

THE PARLOR-OBSERVATION CAR GERTRUDE EMMA brings up the markers of the dinner train on the Conway Scenic Railroad. The car was built in 1898 by Pullman and saw service on the Pennsylvania and the Bangor & Aroostook. GP7 573 runs around the train at Bartlett for the return trip to North Conway.

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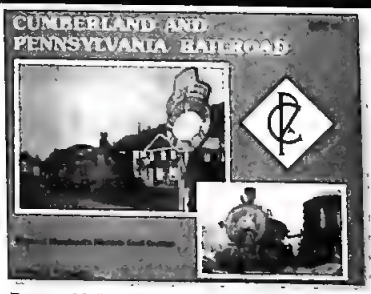

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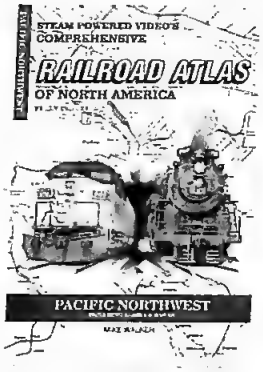

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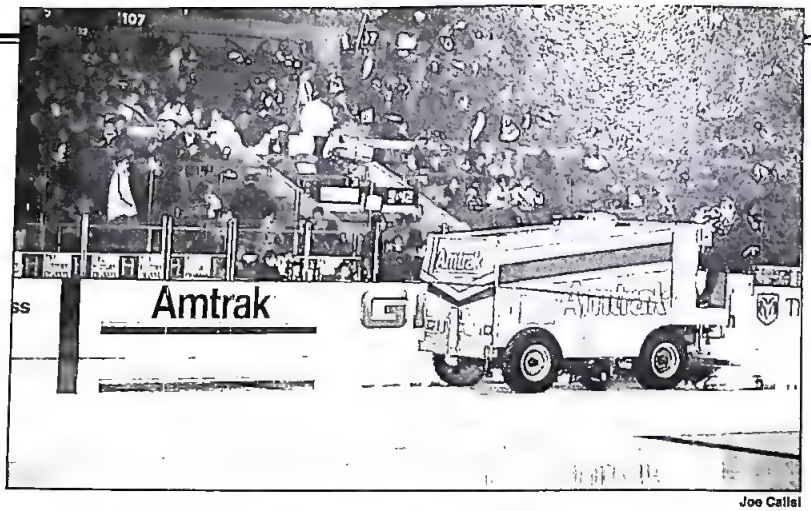


Joe Calisi

Amtrak on Ice

AMTRAK, LONGTIME SPONSOR OF NHL HOCKEY, with ads on the "boards" at most hockey arenas in the Northeast Corridor and beyond, went a step further this past hockey season for its neighbors, the New York Rangers. (The Rangers home is Madison Square Garden, just upstairs from Amtrak's Penn Station.) This year, the railroad "sponsored" the team's Zamboni, the machine used to clean and resurface the ice between periods. The machine was painted in Amtrak's Northeast Direct scheme (**above**) and, coupled with the board ads, kept the Amtrak name in front of millions of fans throughout the season. No word yet on whether the Zamboni will be speeded up and renamed *Acela Ice Cleaner* next season . . . — *G.F.*

reservations, call 603/356-9009, or visit *www.conwayscenic.com* on the internet.

Here's a fall foliage weekend plan for between mid-September and mid-October only — travel to North Conway on a Friday afternoon to relax and enjoy an evening meal on the *Chocorua;* shop the factory outlets and local stores in Conway-North Conway until you nearly-drop Saturday afternoon and then drive to North Woodstock to take the *Cafe Lafayette* dinner train (see "New Hampshire Rhapsody, Part 1" in the July 1999 R&R) Saturday evening. "Railfanning, shopping and dining by rail," a motto for the new millenium.

Railroad China

The Durango & Silverton Narrow-Gauge Railroad commissioned ChinaConcepts to create a five-piece place setting of dining car china that would be compatible with the decor of the railroad's two private cars, the *Nomad* and the *Cico Animas*. Made of white china, the 10¼" dinner plate is trimmed with a tuscan red stripe around the outer rim and an etched gold rope design along the outer edge and features the Amos Cordova-designed circular Silverton logo that commemorates the Animas River Canyon, also in tuscan red surrounded by a gold band. Other similarly decorated pieces include a 7⅛" bread & butter plate, a 4½" fruit cup and a cup and saucer. The place setting is available to the public for $114.95, with individual pieces priced at $29.95 for the dinner plate, $24.95 for the b&b plate, $14.95 for the fruit cup, $17.95 for the saucer and $26.95 for the cup (all plus shipping). For more information or to order, call Durango & Silverton Mementos, the Railroad's mail order department, at 970/385-7947.

Dinner Train Updates

Evidence of the continuing dynamism of rail dining is found not only in the changes and growth each year in the annual *Dinner Train Guide* (see the June 1999 R&R), but in the lengthening list of previously unmentioned trains that now inevitably follows. Loyal readers and further research have uncovered these additions to this year's *Guide:*

New York

Milford; ***Cooperstown & Charlotte Valley Railroad***; E. Main Street (New York State Route 166); 607/432-2429; *www.lrhs.com*; Seasonal, regularly scheduled catered fine dining.

Syracuse; ***On Track*** (New York, Susquehanna & Western Railroad); Armory Square; 800/FOR-TRAIN (367-8724) or 315/424-1212; Seasonal, occasional runs offer cooked-on-board fine dining.

Pennsylvania

West Chester; ***West Chester Railroad Dinner Train***; 230 E. Market St.; 610/430-2233; Seasonal, occasional runs offer catered fine dining.

Wisconsin

Spooner; ***Wisconsin Great Northern Railroad***; 426 N. Front Street; 888/390-0412 or 715/635-3200; Seasonal, regularly scheduled catered buffet and fine dining runs and ride 'n' dine picnic service.

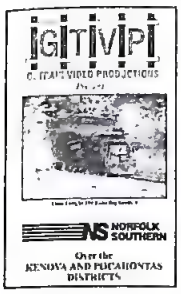
Alberta, Canada

Stettler; ***Alberta Prairie Railway Excursions***; 4611 47 Avenue; 403/742-2811; *www.nucleus.com/Heartland*; Seasonal, regularly scheduled catered and cooked-on-board fine dining and ride 'n dine runs.

Note too that plans for a regularly scheduled *Sacramento Southern Dinner Train* beyond its appearance at Railfair '99 are still not final.

VIDEOS

Norfolk Southern Main Line Action



Norfolk Southern Over the Kenovo and Pocahontas Districts, from G. Train Video Productions, 17 Maple Street, St. Catharines, Ontario L2R 2A6, Canada, 800/667-3510; 90 minutes. U.S. orders: US$29.95 plus US$4.00 shipping. Canadian orders: C$49.95 plus C$5.50 shipping.

I dare say many fans are familiar with the old N&W's steamy and popularized Blue Ridge grade east of Roanoke, Virginia, and Christiansburg Hill west of town, but I'd venture not too many are familiar with today's operations on the Pocahontas District (Bluefield to Williamson, West Virginia) or the Kenova District (Williamson to Kenova, West Virginia). Moved by a variety of modern six-axle power, traffic here is spelled "coal," plus empty hoppers, and a surprising sprinkling of freight and stack trains that I never manage to see when I'm in the area. Pushers are ubiquitous, both east- and westbound, on all types of trains, with light engine moves common as well. The occasional mine shifter appears from a branch and, through it all, track maintenance continues. Meets are numerous. The horns are loud. GTVP shows us all this action by moving geographically west from Bluefield to Kenova, visiting innumerable separate locations along the line, including what might well be visits to every tunnel on the route. Other than brief visits to the Bluefield and Williamson yards and engine facilities, we are on the road at all times. There is an orientation map at the beginning, and narration here and there to identify locations and train symbols. Video technique is a normal railfan style — that is, run-by oriented with standard editing.

Since the lines followed here run through the impenetrable and encroaching summer forests of Appalachia — often parallel to highways west of Williamson — camera angles are somewhat limited, but we do see some variety of coverage, including views of tunnels and locations not normally accessible. I would have preferred a few more shots of trains running through the quintessential Appalachian towns, and emerging from the tunnel at Coopers onto the curved bridge, but you can't have everything. On the whole, it's suitable for the fan who wants to see lots of today's main line traffic on the middle section of the old N&W — *Tom Kelcec.*

Remembering the B&M

The Boston & Maine, from Green Frog Productions, 200 North Cobb Parkway, Suite 138, Marietta, GA 30062-3538, 800/227-1336; 40 minutes, $19.95 plus $5.00 shipping. Ga. res. add 5% sales tax.

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(to my eye) Pacifics that ran many of their last miles on the frequently scheduled commuter trains out of North Station in Boston. Toward the end of steam, there were also Consolidations running freight on the Stoneham branch, where they were turned on hand-cranked turntables; a few 0-6-0s and 0-8-0s switching here and there and the encroaching presence of the road's fleet of handsomely painted diesels on freight and passenger trains.

Via the 8mm footage of Ed Batson (mostly color, but some black & white) we see a wide variety of action and engine terminal views, and not just of the B&M. The lengthy coverage of the afternoon Boston commuter operation in several seasons is a highlight of the tape. We also view other B&M steam operations, and a few of their fantrips (including the last one, with 4-6-2 No.3713, in April 1956). We also see cameo appearances by a Maine Central Pacific; Central Vermont 2-8-0s; action at White River Junction, Vermont, with CV 2-10-4s and 2-8-0s and a Grand Trunk Western 4-8-2; a Canadian Pacific Royal Hudson at Montreal and even the start-up of Steamtown in Keene, New Hampshire, and Edaville. We revisit several times the dead line and scrapping operation at North Billerica.

The footage is not always the sharpest, nor the scenes the longest, but the content is rare and interesting. Dubbed sound, which is generally acceptable, adds to the viewing pleasure. I would have liked the editing to have grouped all of the footage on each subject together, but the potpourri effect does keep you on your toes. I dare say this is a must-have for B&M steam fans who would also

Steve Barry / Lighting by Steve Barry, Frank Etzel, Kermit E. Geary, Jr., Fred Jones and John Tully

Bad moon rising

UNDER A NEARLY FULL MOON, a crew conducts a quick meeting by the pilot of Penn Central FA 1390 before heading out for their nightly rounds. But not is all as it appears to be. The year is 1999, the locomotive is actually a former VIA FPA4 dressed up (?) in Penn Central garb and the location is the Danbury Railway Museum in Connecticut — heck, even the moon isn't really there (it was double-exposed into the frame by the photographer). The scene was created for participants of a night photo session held in conjunction with the museum's Railfan Weekend on May 1-2, 1999. Activities included a railroadiana show in the museum's station and a rare-mileage trip to Beacon, New York, as well as rides around the grounds at Danbury behind ex-Rutland RS1 (painted as New Haven 0673) — *S.B.*

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like to see a sprinkling of other regional steam and first generation Boston & Maine diesels to boot — *TOM KELCEC.*

Steam Around the World

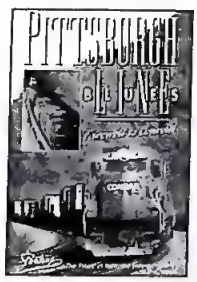
Vanishing World Steam Volume 1 (China), Volume 2 (Poland) and Volume 3 (Cuba), distributed by Goodheart Productions, P.O. Box 47131-R, Chicago, IL 60647, 800-482-1522; Volume 1 (60 minutes), Volume 2 (60 minutes), Volume 3 (90 minutes); $29.95 for each volume plus $4.00 shipping for first item, $1.00 each additional.

I know a lot of you don't like foreign steam, but if you like honest-to-goodness regular service steam action, or are curious about the best that is left on the planet, consider these productions. Produced by the British circa 1996, these were shot with top-notch equipment by those who knew what they were doing. Volume 1 (60 minutes) covers four areas north of Beijing, China (Changde, Yebaishou, Anshan and Shenyang), in the dead of their clear, but freezing-cold, winter. Spectacular, multi-engine freight and passenger action, with pushers, struggling against grades amidst some great scenery, are complemented by transfer runs and local freights, including a segment on numerous engines working a steel mill (which employs 400,000 people!). Power and rolling stock look like U.S. models; exhaust sound and mountains are universal.

Volume 2 (60 minutes) covers Poland, concentrating on main line passenger action out of the roundhouse at Wolstzyn. Shot over three seasons, including a snowy winter, there are some great scenes. A couple of narrow gauge lines are also covered. Not U.S.-looking power, but quite real, including a segment on engine servicing activity.

Volume 3 (90 minutes) covers the sugar cane operations of Cuba, powered by pure American Alco and Baldwin power. We are at the best trackside locations to witness the wide-open, oil-fired, smoky operations on twelve separate lines. These tapes are professionally done, well-narrated, well mapped, and worth viewing for the serious steam fan. I rank them China first, Cuba second and Poland third, but all a matter of taste — *TOM KELCEC.*

Mountain Railroading on Conrail



Pittsburgh Line Blues, from Pentrex, P.O. Box 94911, Pasadena, CA 91109, 800/950-9333; 90 minutes, $19.95 plus $4.00 shipping. CA residents add 8.25% sales tax.

Billing this tape as a "farewell salute" to Conrail, Pentrex turns its cameras on one of Conrail's most legendary segments of track — the former Pennsylvania Railroad main over the Alleghenies between Pittsburgh and Altoona, Pennsylvania. All of the expected locales turn up — Horseshoe Curve, Altoona, Cresson, Cassandra, the tunnels at Gallitzin, etc. Some sequences are more interesting than others, but for completion's sake, I suppose they all merit inclusion.

Following the line from west to east, a few surprises are thrown in, including some nice shots of an OCS (Office Car Special) train at Torrance and a coal train at Johnstown with *ten* GP38s and GP38-2s for power — in 1998! Neat! Other highlights include the Conemaugh Gorge, where Track 3 is separated from Tracks 1 and 2 on the opposite bank of the Conemaugh River. Here we catch both Amtrak and Conrail in some creatively filmed sequences. There are also some notable segments in Johnstown, where the concrete arch trestle and a rock cut are used as props to nice effect. Some foreign power sneaks in, and we also catch a few glimpses of Amtrak's *Pennsylvanian* and the mail-heavy *Three Rivers.*

The video is a standard Pentrex production — mostly well-filmed, with ample location and train symbol graphics, and largely accurate (and generally non-annoying) narration. The exceptions are the odd pronunciation of Kearny, New Jersey, as "*Ker*-nee" instead of "*Kar*-nee"; NS units being called "a sign of things to come" (or some such phrase) *every* time they appear (the point was made the first time) and the cringe-inducing concluding lines: ". . . [Conrail] became the darling of the prom. Thanks, Conrail, for this last dance. We'll miss ya, Big Blue!" If that had come at the beginning of the tape, I probably wouldn't have stuck around the see the rest! — *GEORGE FLETCHER.*

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Syracuse Convention wrap-up

The Official 1998 NRHS Convention Video, from Hot Rail Productions, 233 Hickory St., Edinboro, Pennsylvania 16412, 888/609-7245; 120 minutes, $20.00 plus $4.95 shipping.

A lot of train riding and train consist variety was provided for attendees at the 1998 National Railway Historical Society convention in Syracuse, New York, courtesy of the NYS&W, Adirondack Scenic, and Tioga Scenic railroads. In this official videotape, we chronologically follow each day's action via chasing each train. Eclectic motive power combinations abound on a number of trips, drawing from the stable which included Delaware, Lackawanna & Western-painted E8s and Susquehanna's E8s, 2-8-2, RDCs, etc.

I would say there is good survey coverage of each trip, including key scenic locations on each line, with an occasional cab ride and human-interest scene thrown in for variety. The apparent use of several video crews on a couple of trips ensure that we get enough coverage. We see train interiors, clips of the annual banquet, stations, various runbys, and the like. While not an easy convention to shoot (locations and summer weather being what they are in upstate New York), and not fully up to the technical quality of some producers, this is a worthwhile souvenir for those who were there, or a highlight tape for those who couldn't make it — *Tom Kelcec.*

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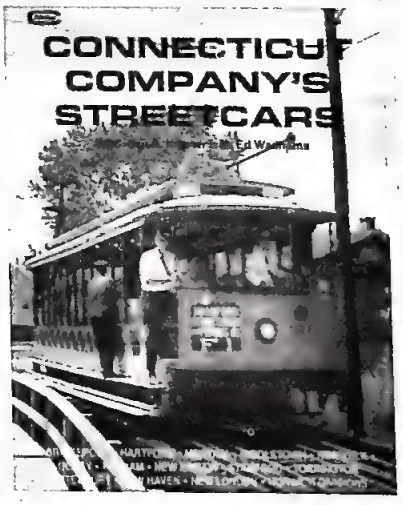

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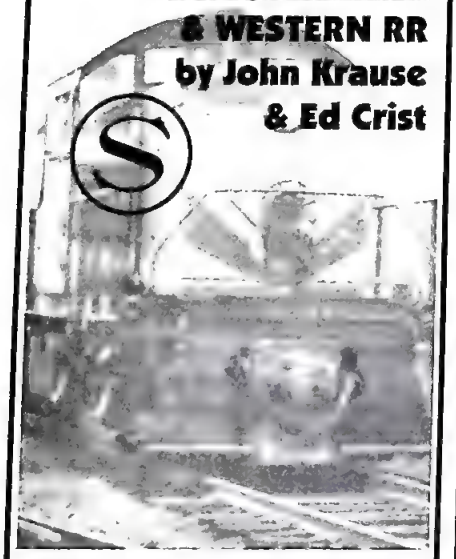
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TRANSIT CURRENTS

Anniversary for

JANUARY, 1999, marks two years since the Trinity Railway Express commuter rail service began operation between Dallas and South Irving, Texas. TRE is a joint venture of the Dallas Area Rapid Transit and the Fort Worth Transportation Authority. The service is catching on, with 503,000 passenger trips taken during fiscal year 1998 (October 1997-September 1998), a 165% increase over the fiscal year 1997 figures. Ridership runs at about 2100 each weekday on the present ten-mile operation to Irving. When eventually extended to Fort Worth and into the Dallas/Fort Worth airport, it is expected that the number of riders will climb substantially. Mike Murray informs me that the Trinity Railway Express is beginning to build local support west of South Irving, with communities beginning to agree on making contributions for the commuter operation when the service finally gets underway. Annual assessments were calculated using the estimated ridership from the various local governments. Stations are now being constructed in preparation for the start of service.

Adopt-a-MUNI

Volunteers have helped the San Francisco MUNI Railway in several ways that might not be expected. Adopt-a-MUNI is a volunteer organization founded by Joe Blue that has worked hard to fix up Forrest Hills station. Forrest Hills sits atop the MUNI Metro tunnel beneath Twin Peaks; the station was built in 1921. It has been years since the station was painted, and it was defaced with graffiti and there was considerable crime in the area. The station roof leaked, and it was in generally bad shape. The volunteer organization lobbied San Francisco Mayor Willy Brown and David Stumpo of MUNI to improve the station and undertook a part of the clean-up efforts itself. Volunteers raised money, and now strive to keep the Forrest Hills station clean. They are working to get other groups to adopt other MUNI stations. Another group of volunteers is the Market Street Railway Company, a non-profit group that owns some of the F-line cars. As part of their service to the city, they have been cleaning the regular F-line MUNI cars so that they are now the cleanest in the system. The F-line, by the way, is the historic streetcar operation that operates on Market Street and will eventually run all the way to Fisherman's Wharf. Thanks to Dennis A. Cavagnaro for the news.

Midtown Direct: too much success

Transit providers might like to think that too many passengers is the kind of problem they would like to have. Of course, that may not be the way passengers think about it. Midtown Direct service was made possible by New Jersey Transit's investment of $69 million in the Kearny Connection, allowing Morris & Essex Line trains to head directly into Manhattan, rather than taking riders to Hoboken to transfer to Port Authority Trans-Hudson rapid transit trains.

Midtown Direct has been so successful that passengers are having great difficulty in living with success. Problems start with finding a parking place at a station. Passengers then have trouble in finding a seat or even a place to stand on the crowded trains.

It is a familiar problem — there are plenty of seats if one looks at the entire rush-hour schedule, but passengers tend to stay away from the earlier and later rush-hour trains. A key part of the overcrowding problem is that the number of trains that may be operated is limited by the capacity of the tunnels built by the Pennsylvania Railroad under the Hudson River into Penn Station. There are only two tracks, with a capacity of about 20 trains an hour, and more capacity is needed. Studies underway give serious consideration to a proposal to construct another double-track tunnel under the Hudson River. The overall project, which would cost about $5 billion and take ten years to complete, could also include a rail tunnel between Penn Station and Grand Central Terminal. This would provide better access for patrons from New Jersey headed for the east side of Manhattan.

Short-term solutions to the overcrowding are scarce. One option is an improvement in the signaling system to ease train movement and rehabilitation of the concourse at Penn Station, which is proposed for completion within the next two years, to ease passenger circulation. The new signaling system will permit about five more trains an hour to enter the station. Many thanks to John Goodman for the information.

Rail news from Portland

The Mark O. Hatfield Government Center station, the westernmost station on the new Westside Light Rail Line in Portland, Oregon, was dedicated in mid-May 1998, in honor of former Senator Hatfield. Thanks to Hatfield's support, Portland was successful in obtaining the federal money necessary for the project. The expansion added 18 miles to the service, and links downtown Portland with downtown Hillsboro. Still undecided is whether or not the proposed south/north line will be Oregon-only, or get into Clark County and Vancouver in Washington state. As originally proposed, the 25-mile light rail line would run from Clackamas Town Center south and east of Portland, to the Hazel Dell district in Clark County north of Vancouver, Washington. The referendum on financing the new line failed in the last election, but another attempt is probable. Thanks to Thomas William McGarry for the news from the Pacific Northwest.

PLEASE SEND any traction news items or correspondence directly to Prof. George M. Smerk Institute for Urban Transportation, 825 E. 8th Street, Bloomington, IN 47408-3805.

by GEORGE M. SMERK

Dallas transit

Light rail news nationwide

Light rail service on the Central Light Rail Line in Baltimore improved starting in mid-December 1998 when headways on the service between Penn Station in downtown Baltimore and the Baltimore/Washington International Airport was increased from every 34 minutes to every 17 minutes. The additional service was made possible by the delivery of the final shipment of 18 new light rail cars that were purchased for the extension of the line to Penn Station, BWI and Hunt Valley.

The new light rail line that will soon be built in Tacoma will be very short. It will have five stations and only 1.6 miles of line. A complete trip along the line will only take seven to nine minutes. Only two vehicles will be needed to provide service, along with a third backup car. These are to be low-floor cars. To hold down costs, the regional transportation authority in the Puget Sound area is considering piggy-backing onto an existing light rail vehicle contract. The service in Tacoma is expected to operate every ten-to-15 minutes during the rush hour and every ten-to-20 minutes during off-peak hours. The service will operate for a total of 15-to-20 hours each day. The capital budget for the project is $50 million, and the initial rail line is expected to open in 2001.

In San Francisco, the idea of building a streetcar line to serve the music concourse area of Golden Gate Park has attracted interest. Named the G-line by supporters, they claim that the trolley line would help relieve congestion in the east end of Golden Gate Park, cut pollution, and add capacity to MUNI's most heavily used and overcrowded streetcar line, the N-Judah. A study has been commissioned by the city.

In the area near Golden Gate Park, the N-line now operates to the west along Irving Street, turns in a generally southern direction along Ninth Avenue and then once again turn west along Judah Street. The proposed new line would instead turn north on Irving Street and run about a half-mile or so into the park. Trolleys would serve the deYoung Museum, Japanese Teagarden, Strybing Arboretum and the Academy of Sciences. In addition to the park, the G-line would also serve the University of California at San Francisco and the Upper Haight. Thanks to Henry Goode, Leroy W. Demery Jr., and Dennis A. Cavagnaro for the information.

Caltrain electrification proposed

The management of the San Francisco-to-San Jose rail commuter line known as the Caltrain is contemplating electrification of its now diesel-powered line. The current San Francisco terminal of Caltrain is at Fourth and Townsend streets, which is about a mile from the heart of the San Francisco business district. A new extension of the MUNI Metro light rail line now links the station with downtown. Several years ago Caltrain hoped to build a tunnel that would take the trains close to the center of things by bringing them underground into the Transbay Terminal or another more centrally located facility. That idea is on hold at the present time, principally because of the cost involved. Electrification of the line would be needed to permit tunneling into the terminal. The electrification would eliminate emissions from the current diesel locomotives, and would also provide better performance, because electrically powered trains accelerate faster than do diesel-powered trains. Accommodating the steadily rising patronage with higher performance trains is also a consideration. In 1993 there were about 22,000 riders on an average weekday. In 1998 this has risen to 27,000. Thanks to Dennis A. Cavagnaro for the news.

Flashes

Sidney W. Earle, Jr. informs me that two of the largest engineering firms in the United States are putting together proposals to use private money to build part of the proposed 23-mile rail line linking the Washington Metro system with Tysons Corner, Dulles International Airport and Loudoun County, **VIRGINIA**. The line would serve one of northern Virginia's most congested traffic corridors. Initially the promoters would use buses along the existing lanes of the Dulles access road, which is the toll-free express highway to the airport located between the lanes of the Dulles toll road. The proposed rail line would be built in the median of the access road. It is expected that ramps and stations built for the initial bus project could be used utilized subsequently by the rail service.

The **ROCHESTER** Chapter of the National Railway Historical Society runs the Rochester & Genesee Valley Railroad Museum. Among the museum's possessions is the only known surviving Rochester subway car. Many enthusiasts do not recall that Rochester had a subway that was abandoned many years ago. Other museum exhibits include an Eastman Kodak Company locomotive and a Rochester Gas & Electric locomotive. Many thanks to Andy Malcolm for the news.

Expect some delay if you are using the **BAY AREA RAPID TRANSIT** District. Delays are caused by the $1.1 billion rehabilitation program that is being carried out to renovate the system. BART is no longer young, and the work is needed to keep it attractive and functioning well. To be upgraded are the original stations, escalators and elevators, the original fleet of cars, change and ticket machines, lighting system, public address system and other components. Thanks to Kathy and Kevin Dorsey for the news.

GEORGIA Governor Roy Barnes is pushing for a commuter rail system. Traffic growth in Georgia has significantly downgraded air quality, and the threat of loss of federal funds or fines has raised interest in public transportation. It will be some time in reaching fruition, but perhaps we will see rail commuter service radiating out of Atlanta and serving other municipalities in Georgia. Thanks to Charles Bogart for the news.

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CAMERA BAG

by JIM BOYD

The Monticello time machine

Bob Gallegos / Lighting by Steve Barry

ALL THE WORLD'S A STAGE, especially when it comes to railroad museums. Wabash F7 1189 and a vintage freight consist pose at the Monticello Railway Museum's Nelson's Crossing station during a Photographers' Weekend on April 24, 1999. The "stage lighting" may be a little to garish for some ("a daytime photo with a black sky"), but the resulting bright image is both fun to produce and view.

"HAVE YOU SEEN MY STUFF from Monticello?" Steve Barry asked when I stopped by the office the other day. He whipped out the sleeves with a couple dozen images that really blew me away. You have some of them in your hands right now on the cover and in the feature article in this issue.

It was that Wabash F-unit that got me. One of my very first trips away from home was at age 14 when I went with my friend Chet French to stay for a weekend with his grandparents at Forrest, Illinois. Grandpa Waite had a house right behind the Wabash depot that abutted to the west wye to the Toledo, Peoria & Western. On the very first morning there, from the bedroom window I could see the dazzling blue, white and gray A-B-A F-units making a set out in the interchange yard. By then end of the day, I was hooked on the Wabash for a lifetime!

And it was the arrival of "Pevler Blue" shortly thereafter that taught me that even diesels could vanish as quickly as steam had just done. By the time I was proficient at shooting color, the Wabash had been overwhelmed with the much less attractive simplified blue livery. It was a lesson that I'd never forget. Now there is a working Wabash F-unit at Monticello, and I can't wait to get out there to see it on their next Photographers' Weekend.

So what's all this business about Photographers' Weekends, photo freights and preserved diesels? The "true" railfans say they're not real. They're just fake. Yeah, maybe. But they're just as pretty today as they were back in 1955, and today I have a Nikon and Velvia and know how to use them. The challenge is to make today look like 1955, and that is a worthy photographic effort.

The Monticello guys consider themselves twelve-inch-to-the foot model railroaders. It's a concept that I've previously discussed here. Before I got completely occupied with R&R, I was an active modeler and am still Number 2 on the seniority roster of Tony Koester's HO scale Allegheny Midland. Look back to our sister magazine, RAILROAD MODEL CRAFTSMAN, in the 1970s, any you'll find my credit line on a lot of model photos. Today, I do most of my "model" photography on fantrips and at museums and tourist railroads. Of course these environments are not as "real" as the Forrest depot in 1955 — but they *are* available today and are as close as I'll ever get to those Wabash F-units in my life, unless Norfolk Southern makes a drastic change in livery and attitude!

The key is thinking of these places and equipment as a model railroad. Find an attractive setting and put the equipment into it in a way that recreates reality. In the case of Monticello, the "layout" was three miles of museum trackage that includes a depot, some town scenes and a wonderful trestle. The "models" are the Wabash F-unit and a Canadian National FPA4, along with a selection of vintage freight and passenger cars and vintage automobiles.

Sure, Monticello has only one F-unit, not an A-B-A set, so the secret is to take photos that make the lack of trailing units unimportant. Instead of just front wedgies, go for side

George Fletcher

WABASH F7 1189 AND CNR FPA4 6789 meet on the grounds of the Monticello Railway Museum on April 24, 1999. This scene shows what can be done with a twelve-inch-to-the-foot diorama. Notice how composition affects the way the scene can be interpreted by comparing this view with the top photo on page 6. The size of the 1189 on page 6 gives the impression that the passenger train is meeting a heavy freight, even though no cars are visible; the scene above shows the lone F-unit and a freight car, changing the "image" of the freight to a local.

views with close framing with other objects, like the unit popping out from behind a building. Monticello is particularly interesting in that they have both the Wabash F-unit and the CNR FPA4. On their Photographers' Weekend, they posed the two engines with appropriate consists in scenes that would be plausible in reality. Wabash and CNR together? How real could that be?

How about the joint Wabash/CNR line across Ontario from Windsor to Fort Erie? I followed that line in the 1970s with Pevler blue F-units and the VIA and red CNR image. The photo of the F-unit meeting the little CNR passenger train on **page 6** really struck me as something right out of Tillsonburg. It was something Don Ball would have done with O-scale models on a diorama or Howard Fogg would have recreated in a painting. So what's wrong with creating the scene in real life and photographing it?

One secret to that shot is cropping the F-unit so that you can see only the "lead" unit. You would have probably taken that same shot with the same cropping even if there had been two more units and 100 freight cars behind it. On the shots where the entire consist shows, the short train and correct caboose made it look like a working local — and you could almost hear the crew griping about catching a covered wagon instead of a Geep to switch with! The same goes for the passenger train — the consist was perfect for a single FPA4 on a day local in the 1950s.

And then there are the night shots. Many purists decry the flash illuminated images as fake or phony. Well, I have dozens of "real" situations that I lighted similarly back when it was real, including Wabash F-units and CNR FPA4s at Windsor. It's very rare when the available light produces a suitable night image, so you need to go to work with flash.

I've done "subtle" flash and super blasts, and I happen to like the "stage lighting" approach that Steve used at Monticello. He placed just the right amount of light on the locomotive and the depot to produce a striking image. A little too garish? Maybe. But I happen to like the bright image of a "daytime shot with a black sky." I wouldn't do all my night work that way, but it is appropriate for such a setting and makes a wonderful group venture. I'd be happy to have that slide in my collection!

This approach is like stage lighting. You can see it in old B-movie Westerns shot on sound stages with the cowboys in the desert with key lights, fill lights and hair lights — and a dozen different shadows. It wasn't real, but it worked, and the actors were separated from the background, and you could see the expressions on their faces as they spoke their lines. If the action was compelling enough, you overlooked the obvious lighting techniques. The same goes for group night sessions. They simply yield pretty pictures, and that can be quite worthwhile. Maybe it ain't great art, but it can sure be fun.

Museums, tourist railroads and steam fantrips are the time machines of today. The locomotives are as appealing today as they ever were, and for the photographer, it is a worthwhile quest to photograph them in "timeless" settings. Most of you probably don't remember when Wabash F units really looked that good (and they really did!). Here's your chance to experience them for yourself. It's as close as you'll come to a time machine.

MARKERS

EDITORIAL COMMENTARY

A PV for regular folks

"ARE YOU RIDING tomorrow's trip?" The question came from Kip Hagen, Assistant Superintendent at Steamtown National Historic Site after the arrival at the park of the Buy-Miles private car trip from Philadelphia. "I hadn't planned on it," was my response. With that, Kip was off to make arrangements for me to ride the May 8, 1999, trip from Scranton to Analomink, Pennsylvania. After checking with Bennett Levin, owner of *Pennsylvania 120* and coordinator for the four-day Buy-Miles trip, Kip got back to me and said, "Get on the *Dover Harbor* tomorrow morning."

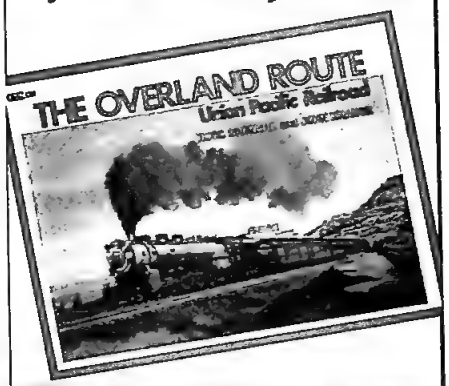
The Buy-Miles excursion ran over a fairly exotic routing in the Northeast, using Amtrak diesels and ten private cars (also known as "private varnish" or "PV's"). The cars in the consist were *Pennsylvania* 120, *Ohio River*, *Francis L. Suter*, *Chapel Hill*, *North Star*, *City of Milwaukee*, *Dover Harbor*, *Cimarron River*, *Pine Tree State* and *Caritas*. The trip left Philadelphia's 30th Street Station on May 7th and headed over Conrail through Reading to Belt Line Junction. From there it went over the Reading & Northern and Carbon & Schuylkill to Pittston, Pennsylvania, via Jim Thorpe and the Lehigh Gorge. From Pittston it headed over Delaware Lackawanna and Canadian Pacific (St. Lawrence & Hudson/ Delaware & Hudson) trackage to Steamtown. Not bad for one day. Saturday the 8th was the round trip over the Delaware Lackawanna from Scranton to Analomink, part of which Steamtown normally operates. Mother's Day saw the trip heading over an all CPR/D&H routing from Scranton through Binghamton, then up the D&H main to Albany. The trip wrapped up on Monday the 10th over an all-Conrail routing down the West Shore from Albany into New Jersey, then over the ex-Reading to Philadelphia.

I had chased the Friday portion of the trip since associate editor George Fletcher was riding from Port Clinton, Pennsylvania, (on the Reading & Northern) to Steamtown and needed a ride to and from the train. I caught the train several times, including at Glen Onoko above Jim Thorpe as it entered Lehigh Gorge (**page 26**). It was while picking up George that Kip Hagen gave me the invitation.

I hit the road at 4:45 on Saturday morning to make the 7:00 departure from Scranton. Upon reaching Steamtown, the first person I ran into was Jim Bistline, former manager of the Southern Railway Steam Program and a dinner partner for my wife, Genie, and me during our 1997 Panama Canal cruise. Jim was catching a bus from Scranton as the first leg of a trip to Turkey and Greece!

THE OVERLAND ROUTE
Union Pacific Railroad

by Ross Grenard & John Krause



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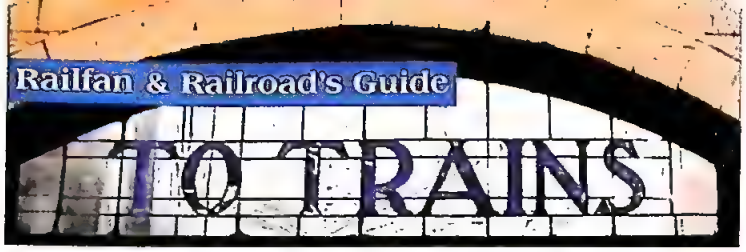

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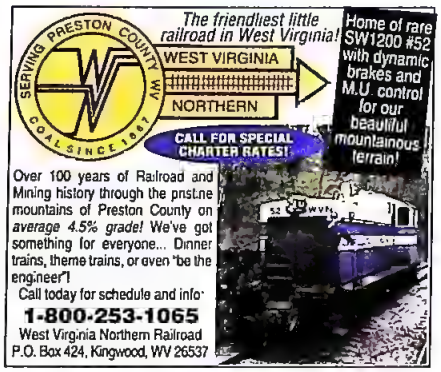
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I found the *Dover Harbor* and boarded, and was immediately greeted by Martin O'Rourke, senior vice president of the Washington Chapter NRHS (which owns the car). I was offered a seat and coffee and soon we were heading out of Scranton behind Delaware Lackawanna Alco M636 4743. Shortly thereafter, Ray Cooney, dressed in dining car whites, offered me a seat at a table for breakfast. Soon I was eating eggs and bacon prepared by Chapter president Kevin Tankersley.

The *Dover Harbor* was built by Pullman in 1923 as the combine *Maple Shade* for the Pennsylvania Railroad. It was rebuilt by Pullman into a bedroom/buffet/lounge car in 1934, at which time it was named *Dover Harbor* and assigned to the Michigan Central. It later ran on several different New York Central trains. It was sold by Pullman to the NYC in 1953, but was transferred back in 1958. It was retired in 1965 and went through a series of private owners before it was acquired by the Washington Chapter in 1979. I became Amtrak certified in 1986.

What makes the *Dover Harbor* different is that it is owned by an NRHS Chapter and is operated mostly for Chapter functions. Thus, it has become an "affordable" PV. While many PV's offer four-star service (at a price) the mission of the folks on the *Dover Harbor* is to offer a comfortable car and good food. If passenger cars were hotels, the high-end PV's would be Hiltons, Amfleet would be Motel 6's and the *Dover Harbor* would be a Holiday Inn.

How affordable is the *Dover Harbor*? A recent round trip from Washington to New York on the back of an Amtrak train cost the PV patrons $139. The folks riding in Amfleet on the same train paid $136 (and didn't get fed).

Bob Gallegos

There is some concern that the new Amtrak Acela program will prevent the *Dover Harbor* from continuing its bread-and-butter trips from Washington to destinations on the Northeast Corridor, since all NEC trains will be travelling at 125 miles an hour and the PV is limited to 100 by its six-wheel trucks. But the Chapter is exploring other ways to get the car on the road. If you have the chance to ride the *Dover Harbor*, I would encourage you to do so. You'll get a quality ride and friendly service at a "railfan friendly" price.

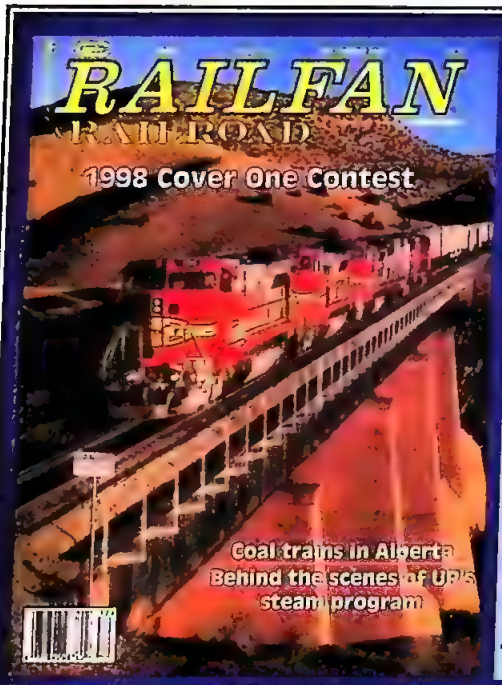
The friendly folks of Monticello

As you can probably tell from this month's feature on the Photographers' Weekend at the Monticello Railway Museum (**page 6**), George and I had a marvelous time out there. Art Purchase and the rest of the crew at the museum put on a weekend that was well-planned and well-executed. In some cases, quick improvisation was necessary, such as replacing a burnt-out bulb in the train order board at the Nelson Crossing station when I requested a shot of a northbound train there at the last minute (**left**). It was that way all weekend — they kept the customers happy and put on an excellent show. I'm looking forward to getting back there and playing with their trains again.

The 1999 Cover One contest

The last Cover One contest of the century is at hand, providing a lucky photographer with the opportunity to see his or her colorful railroad photo grace the front cover of R&R. As has been our custom, the First Place winner will receive $200, the Second Place finisher gets $100 and a selection of Runners-Up (usually nine of 'em) get $50 each. The First and Second Place photographers are also profiled in WE'D LIKE YOU TO MEET . . .

Any rail subject taken at any time qualifies for the contest. The only qualifications are that the image must fit our cover's "full-bleed" vertical format, filling the cover to all four edges with room for the R&R banner across the top and the UPC bar code in the lower left-hand corner. The judges are strongly influenced by bright, brilliant, sharp, stunning, vivid color, which attracts



Go ahead... Give us your BEST SHOT!

Take a shot at getting your photo on the front cover of the December 1999 issue of *RAILFAN & RAILROAD* by entering our 1999 "Cover One Contest." Send us one or more of your best color transparencies or prints which capture the power and thrill of trains in action. To be considered, images must fit the vertical format of our cover, with room for the *RAILFAN & RAILROAD* title banner across the top. See the August 1999 MARKERS column for details. Closing deadline for entries is September 8, 1999. The First Place winner will appear on the December cover, and the Second Place photo and several Runners-Up will be featured inside. Also, cash prizes of $200 for First Place, $100 for Second Place and $50 each for the Runners-Up will be awarded.

All entries, including winners, will be returned after winners are published. Send your entries to:

COVER ONE CONTEST
Railfan & Railroad
P.O. Box 700, Newton, NJ 07860

potential newsstand buyers.

No fine print (but we'll keep it our regular type-size): There is no limit on the number of photos that can be entered by any one photographer, but we generally only award one prize per entrant. Slides and prints are eligible, and your name *must* appear on *each* photograph. Include your address, phone number and caption information inside your package. Prints sized somewhere between 8×10 and 11×14 work best, and they should not be mounted on a board. Slides should be sent in plastic pages, *not* in yellow Kodak boxes. Securely package everything to prevent munching and crunching by the U.S. Postal Service. All entries should contain return postage and packaging. And — very important — do not send Cover One entries with any other correspondence such as news photos. We do not open the contest packages until after the deadline.

If you use one of the next-day carriers such as FedEx and want your material returned the same way, please send a completed and paid-for return air bill. Our FedEx and UPS address is 108 Phil Hardin Road, Newton, NJ 07860. Regular mail users can send submissions to P.O. Box 700, Newton, NJ 07860. Prominently mark the outside of the envelope *Cover One contest.*

The deadline for entries is September 8, 1999, which gives you procrastinators all of Labor Day weekend to get your entries sorted and overnighted to us. Good luck!

Steve

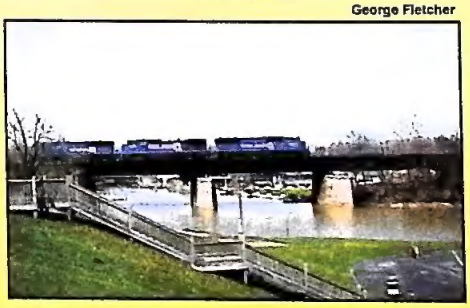
Next Month RAILFAN & RAILROAD

Carl Graves

• CLASSICS IN KANSAS: With a fleet of vintage diesels from Alco and EMD hauling tourists on the Kansas plains, the Midland Railroad is an interesting and colorful operation. Wayne Kuchinsky gives us a detailed look at the line's inception and growth.

George Fletcher

• FAREWELL TO CONRAIL: We pay tribute to Big Blue with a special Photo Line covering the carrier's last days as an independent railroad. A generation ago, Conrail made "fallen flags" of various fan favorites. Now the circle is complete as its own blue flag falls.



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Final Frame

Photo by Steve Schmollinger

WP F7A 920-D idles on a siding at Flora Street in Stockton, just west of El Pinal. A few months after this photo was taken, 920-D was involved in a collision that sheared off the right third of its distinctive nose and snowplow—and ended its career. This portrait brings back fond memories of numerous visits I was fortunate enough to make on my ten-speed bicycle to the WP main a couple miles from my home, and the cross-town treks to the yard and engine facility. I remember laying pennies on the rail just before one of the last runs of the *California Zephyr* passed. During one visit to the yard, the hostler on duty let me climb up into the cab of one of 920-D's sisters and actually work the air. What a thrill! These visits also brought some lasting acquaintances with fellow railfans like Dave Stanley and Lynn Powell. Thanks for the memories, WP — *Steve Schmollinger.*

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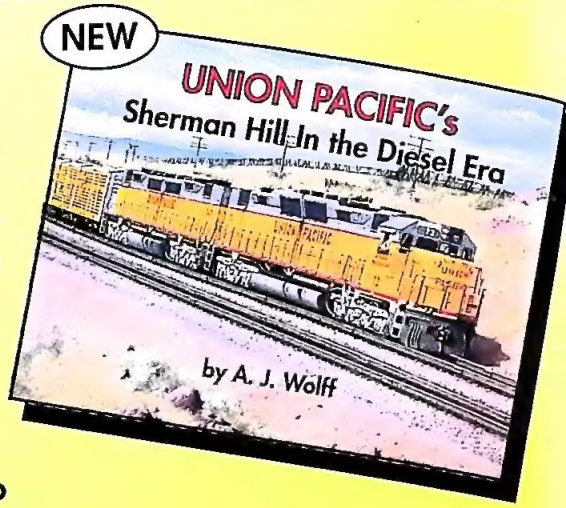

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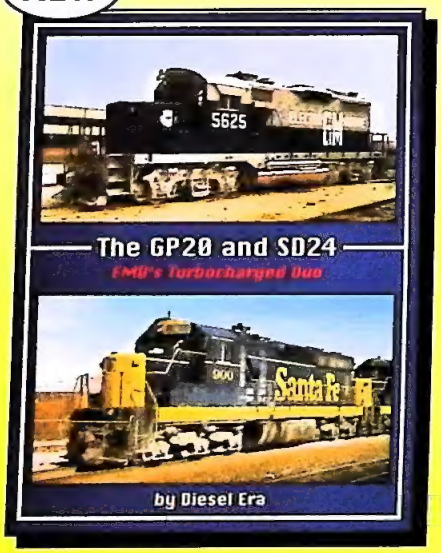

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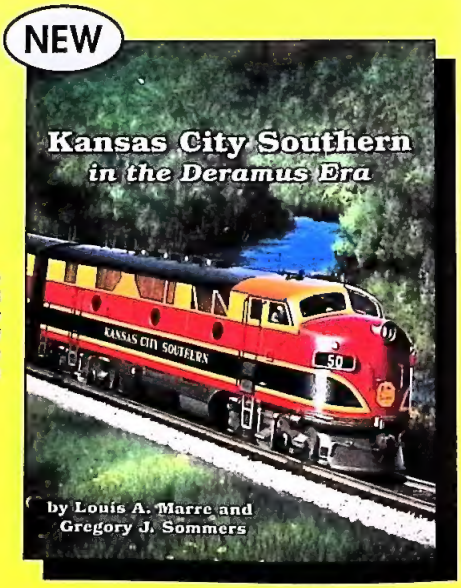

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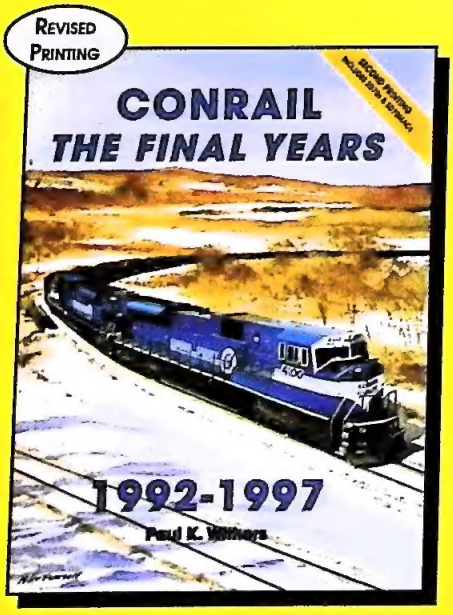

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